

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
GRAND HOTEL KALEE MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS, LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Ltd., Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

[First Class Billiard Room & Saloon Bar.]

Electric Lift and Telephone to each Floor.
Tele. K.608 and K.609. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA."
J. WITCHELL, Manager.

THE EUROPE HOTEL.

DANCING AFTER DINNER,
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.
The Hotel Orchestra under the Direction of
Mr. F. R. Martens.
Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

WEEK-END PROGRAMME

Queen's Theatre

(Biggest, Best, Coolest)

Saturday, 2.30, 5.15, 7.15, 9.15

MIRIAM COOPER

IN

"The BROKEN WING"

The Story of
A HUSBAND FROM HEAVEN

Sunday, 6.00 7.15, 9.15

ALICE LAKE

IN

"HATE"

The Story of
A GIRL'S FIGHT AGAINST ODDS
FOR A MAN'S LIFE

Phone C. 4636. Booking at Theatre.

GOOD PICTURES: FAIR PRICES.

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, Hongkong.
August 10th, 1924, 8th Sunday
after Trinity, Holy Communion
(8 a.m.) Choral. Matins (11
a.m.). Evensong (6 p.m.).
Peak Church, 8.15 a.m. Holy
Communion, 6.30 p.m. Evensong.

First Church of Christ, Scientist &
Macedonell Road, below Bowen
Road Tram Station. Sunday,
11.15 a.m. Wednesday, 8.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

Peak Church, Evening Service is
being held in the Peak Church
on the Sundays in August at
6.30 p.m. conducted by the
following Aug. 10, Rev. G. R.
Lindsay, 17 Rev. Dr. J. P.
Mackie 24 Rev. R. J. Northcott,
C. F. 31 Rev. H. Copley Maylo

St. Andrew's Church, Nathan
Road, Kowloon, Sunday, Aug.
10th, 1924.—Holy Communion
at 8.15 a.m. Morning Prayer
and Sermon at 11 a.m. Evening
Prayer and Sermon at 6 p.m.
At the morning service, the
Scout Troop and Cub Pack will
parade and an address to young
people will be given by the
Vicar.



No Up-to-Date Building
is complete without its
'Express' Lifts

THE AUTOMATIC FLOOR-LEVELLING DEVICE CAN BE FITTED
TO LIFTS WITH PUSH BUTTON CONTROL.

DUAL CONTROL,
CAR SWITCH CONTROL.

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EXPRESS LIFT CO.
IS FULLY GUARANTEED BY

THE GENERAL ELECTRIC CO.

OF CHINA

Queen's Buildings,

Hongkong.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
SELLING.

C/T Hong Kong 100 shillings 8/4	4 m/s. San Francisco and New York 64
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2
4 m/s. Hong Kong 100 shillings 8/4 1/2	4 m/s. Hong Kong 100 shillings 8/4 1/2

BUYING.

4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2	4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2
4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2	4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2
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4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2	4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2
4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2	4 m/s. L/O. Hong Kong 100 shillings 8/5 1/2

POST OFFICE NOTICES.

INWARD MAILS.

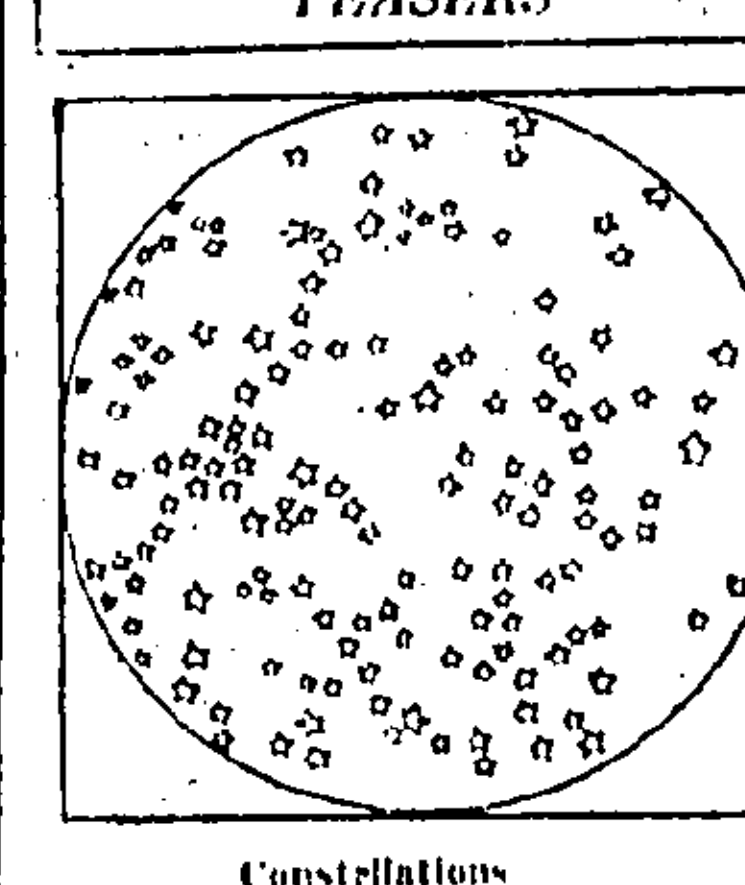
From	Per	Due.
Australia	England M. 11th Aug.	11th Aug.
Straits	Kem. M. 11th Aug.	11th Aug.
Manila	Pres. Tait 11th Aug.	11th Aug.
Australia & Manila	Pres. Tait 11th Aug.	11th Aug.
U.S.A., Honolulu, Japan & Shanghai	Pres. Tait 11th Aug.	11th Aug.
Shanghai	Angkor 11th Aug.	11th Aug.
U.S.A., Honolulu, Japan & Shanghai	Angkor 11th Aug.	11th Aug.
Canada, U.S.A., Japan, Shanghai & London via Canada (London 18th July)	Empress of Asia 11th Aug.	11th Aug.
Japan	Manila M. 11th Aug.	11th Aug.

OUTWARD MAILS.

For	Per	Date.
Sambal & Wuchow	Wo Ping 11th Aug.	11th Aug.
Amoy	Kingman 11th Aug.	11th Aug.
Malacca	Panama M. 11th Aug.	11th Aug.
Straits, Ceylon, India, Mauritius, B. & S. Africa, Egypt & Europe via Marseilles	Tokios 11th Aug.	11th Aug.
Swatow & Bangkok	Swatow 11th Aug.	11th Aug.
Shanghai	Shanghai 11th Aug.	11th Aug.
Amoy	Amoy 11th Aug.	11th Aug.
Formosa	Formosa 11th Aug.	11th Aug.
Shanghai & Japan	Kanjo M. 11th Aug.	11th Aug.
Swatow & Bangkok	Kanjo M. 11th Aug.	11th Aug.
Swatow, Amoy & Fochow	Hainan 11th Aug.	11th Aug.
Straits, Ceylon, India, Mauritius, B. & S. Africa, Egypt & Europe via Marseilles	Hakusan M. 11th Aug.	11th Aug.

Shanghai, Japan, Honolulu, Canada, U.S.A., & S. America & Europe via San Francisco	Pres. Tait 11th Aug.	11th Aug.
Straits	Swatow 11th Aug.	11th Aug.
Japan	Shanghai 11th Aug.	11th Aug.
Shanghai, Japan, Canada, U.S.A., & S. America & Europe via San Francisco	Yanchooer S. J. 11th Aug.	11th Aug.
Swatow, Amoy & Fochow	Swatow 11th Aug.	11th Aug.
Manila	Manila 11th Aug.	11th Aug.
Manila	Manila 11th Aug.	11th Aug.

TEASERS



Yesterday's Teaser
The animals were as follows: 1. Aye-aye; 2. Badger; 3. Dingo; 4. Armadillo. To name all four correctly is exceptionally 3, very good; 2, good; 1, average; 0, fair.

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DIZZINESS AND HEADACHES

most frequently arise from constipation, bile, or disordered liver. In such cases nothing is better than Pinkettes, the dainty little gentle-as-nature laxatives which neither grip nor purge. Pinkettes

PINKETTES

quickly restore daily regularity, banish bilious attacks and sick headaches, clear the skin, purify the breath. They prevent diarrhoea and dysentery and relieve Piles. Of dealers everywhere, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

PASSENGERS ARRIVED.

Per s.s. Tonyo Maru on Aug. 8th.—Mr. and Mrs. J. Abo, Mr. Chan Che-lan, Miss D. Chan, Mr. Chao Chy, Mr. A. de Santos Diniz, Mr. Fu Sui-ling, Lady C. Ho Tung, Miss Florence Ho Tung, Miss T. Inokuchi, Mr. Kwok Do-fo, Mr. R. F. Klendersley, Mr. R. W. Lohman, Mr. and Mrs. M. K. Lo and infant, Mr. G. N. Marshall, Mr. F. Nakajima, Mr. Quon Sing, Mr. L. E. N. Ryan, Mr. H. A. Thompson.

AMUSEMENTS

THE CORONET

TO-DAY THU TUESDAY.

Mack Sennet presents Ben Turpin
in
The Shriek of Araby.

"TRACEY'S PIT"

Goldwyn—Edgar—Comedy

Topical Budget 670

See Sir Robert Ho Tung at the
Prime Minister's Reception

THE STAR

TO-DAY ONLY

at 5.15 & 9.15

Universal Super feature

BABY PEGGY

in her first big picture in

7 reels.

THE DARLING

OF NEW YORK.

WORLD THEATRE

TODAY ONLY

at 5.15 & 9.15 p.m.

1924's super artistic production

"THE BACHELOR GIRL"

9 reels of scenes Greater than Fairy Tales
A beautiful romance, lavishly staged with a powerful cast
AND IS SHOWING TODAY FOR THE LAST TIME

Don't Miss this Last Chance.

SUNDAY

LAURA LA PLANTE

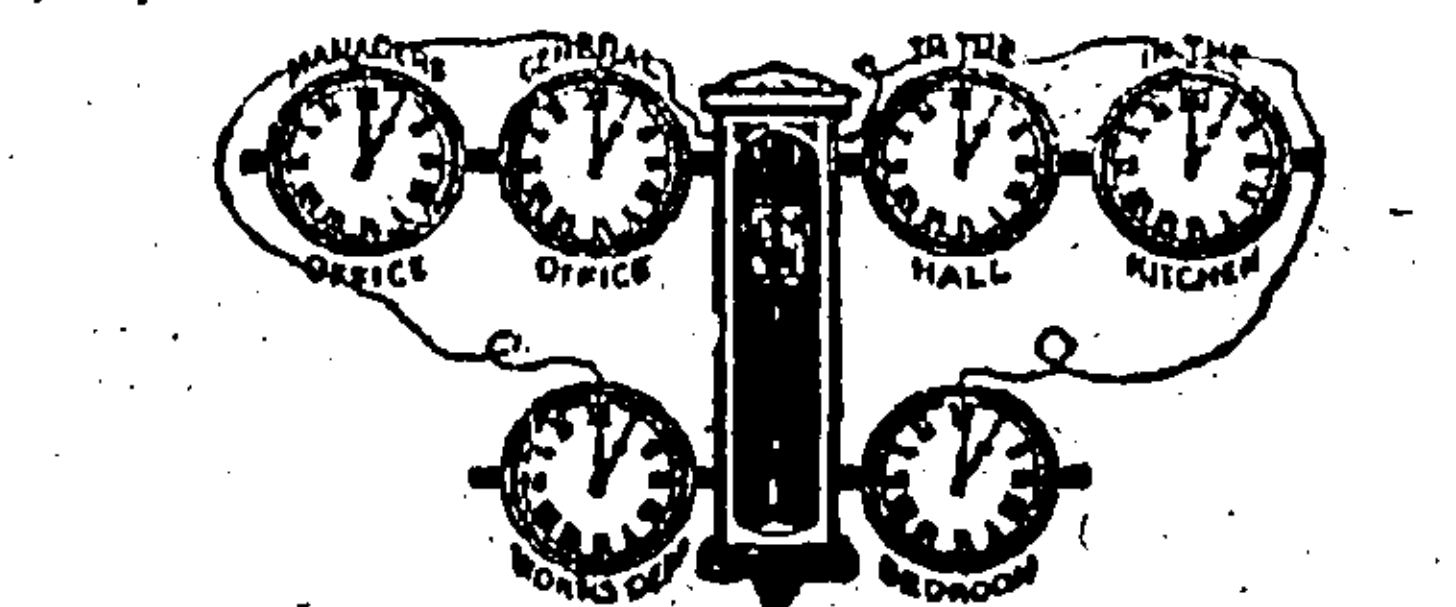
in

"EXCITEMENT"

A Thrilling Farce—Comedy
How can six men love the same girl?
THIS PICTURE WILL TELL YOU
USUAL PRICES.

ARE YOU SATISFIED

with your independent key-wound clocks, no two of which
keep the same time?



Would not accuracy and absolute uniformity of time
throughout your premises be a great convenience and a
source of economy?

THE SYNCHRONOME SYSTEM

OF ELECTRICAL IMPULSE CLOCKS

guarantees correct time to within half a minute in six months

SHEWAN TOMES & CO.

Telephone Central 781. Sole Agents. Telephone Central 781.

Board of Conservancy Works of Kwangtung.

Waterlevels in English Feet 10 a.m.

Place of Observation	Highest W.L. ever recorded	Lowest W.L. ever recorded	W. L. Aug. 6	W. L. Aug. 7
Wuchow West River	+ 79.50	-2.42	+42.8	+
Kongmoon	+ 14.70	-0.80	+ 9.7	+ 9.5
Linkongchow North	+ 57.00	0	+16.5	+16.5
Shiuchow	+ 35.81	0	+ 4.7	+ 4.7
Samui	+ 27.25	-5.00	+16.7	+16.1
Shaklung East	+ 15.15	-0.88	+ 4.8	+ 5.3

son, Mr. Z. Volpicelli, Mr. Wong Mr. H. Iwamoto, Miss M. Kawa-
Yuk-shan, Miss P. T. Yung, Mr. K. Kobayashi, Mr. Young Jin, Mr. and Mrs. E. Yama, Vicente J. Lamas, Mr. and Mrs. shita, 2 children and infant, Mr. G. Merino and infant, Miss Nellie and Mrs. F. Anderson and infant, G. Pugh, Mr. T. Sawara and Mr. Mr. Paul Becker, Mrs. R. Ishiki, G. Yamamoto.

Printed and Published for the Proprietor, by
Franklin, at 11, Lee House Street, in the City of Victoria.

CONSIGNEES.

NOTICE TO CONSIGNEES;
OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer "MEMNON"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 6th. August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th. August, will be subject

All Claims against the Steamship must be presented to the undersigned on or before the 20th August, or they will not be considered.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE
Agents.
5th August 1924

6th. August, 1944.

NOTICE

We have received
A fine selection of

Real Amber Beads

which are being offered for
sale at moderate prices.
SHERIFF BROS

17, Queen's Rd. Central.

SEARCH LIGHTS

FOR
MOTOR CARS

MOTOR CYCLES
MOTOR BOATS

APR 7 1968

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CARLOWITZ & CO.

Sole Agents for China,
Bank of China Building.
Telephone C. 873.

MASSAGE HALL
25 WYNDHAM STREET

MRS. H. MORITA
MR. H. SUGITA

hs, 24. 11. 1944



The Brunswick
Ultona

or Composite
Sound-Box
which plays ALL

Records

The most remarkable improvement since the inception of the plant

A DEMONSTRATION!

WILL CONVINCE YOU
STUDIO

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Brunswick

Records

The most remarkable improvement since the inception of the plant

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ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES,
GENOA, MARSEILLES,

BOSTON AND NEW YORK

Thence
HAVANA, PANAMA, LOS ANGELES,

SAN FRANCISCO—

to KOBE, SHANGHAI & HONGKONG

(via HONOLULU.)

"PRESIDENT POLK" Aug. 19th
"PRESIDENT MONROE" Sept. 2nd
"PRESIDENT HARRISON" Sept. 16th
"PRESIDENT BUREN" Sept. 30th
"PRESIDENT HAYES" Oct. 14th

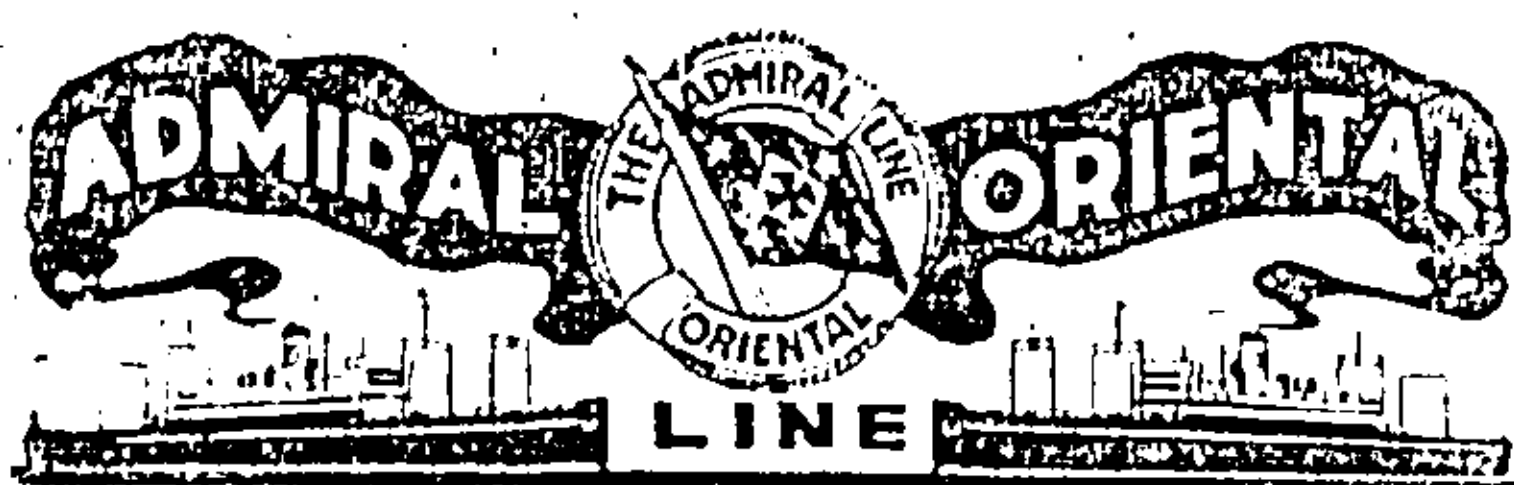
Through Bills of Lading to all United States and
Canadian Overland points & Havana

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor

Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JEFFERSON" Aug. 19th.
"PRESIDENT GRANT" Aug. 31st.
"PRESIDENT MADISON" Sept. 12th.
"PRESIDENT MCKINLEY" Sept. 24th.
"PRESIDENT JACKSON" Oct. 6th.

TO EUROPE

£12—£112—£110

First Class on the Pacific. First Class on American or Can-
adian Railway. First Class and Monoclass on the Atlantic. Choice
of Trans-Continental Railways. Any Line on the Atlantic. Through
accommodation and Booking Arranged.

TO MANILA.

"PRESIDENT JEFFERSON" August 10th.
"PRESIDENT GRANT" August 22nd.
"PRESIDENT MADISON" Sept. 3rd.

Through Bills of Lading to all United States and Canadian Over-
land Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO
NEW YORK.

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MANAGING AGENTS-UNITED STATES SHIPPING BOARD.
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(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
LEGAZPI 5th Sept. ISLA DE PANAY 21st Dec.
O. LOPEZ Y LOPEZ 30th Oct. SHANGHAI, NAGASAKI KOBE & YOKOHAMA.
LEGAZPI 18th Aug. ISLA DE PANAY 3rd Dec.
O. LOPEZ Y LOPEZ 12th Oct.

The steamers of this Company are classed 100 All at Lloyd's
and are fitted with every modern convenience for comfort and safety
of passengers Stewardess and Doctor carried.

For particulars of freight or passage apply—

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(Sole Agents)
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PACIFIC SHIPPING.

CANADIAN PACIFIC

The "EMPRESS OF AUSTRIA"

will sail from

HONGKONG

for

VANCOUVER

via Shanghai, Kobe, Yokohama, & Victoria.

DAYLIGHT FRIDAY AUGUST 15th

Passenger Department Tel. C. 752.

Cables: GAGANPAC.

Freight Department Tel. C. 42.

Cables: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.

REDUCED FARE TO EUROPE

£120

£112-£110

First class throughout. Monoclass steamers on the Atlantic

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VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers. Tons. Leave Hongkong
KOREA MARU 20,000 Aug. 22
SHINYO MARU 22,000 Sept. 4
SIBERIA MARU 20,000 Sept. 19
TAIYO MARU 22,000 Oct. 1
PENYO MARU 22,000 Oct. 15

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,
MANZANILLO, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.
Thence by TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamers. Tons. Leave Hongkong
GINYO MARU 16,000 Sept. 5
ANYO MARU 18,000 Oct. 18

Through Bills of Lading issued to all United States Overland
Ports; also via Panama Canal Lines to Atlantic Ports.
For Full information regarding passenger rates, freight and sailings
Apply to—

Y. TSUTSUMI, Manager.

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AND

AMERICAN & MANCHURIAN LINE

(Herman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. CITY OF CHESTER via Suez Canal 12th Aug.
S.S. BELLEROPHON via Suez Canal 21st Aug.
S.S. ROMEO via Suez Canal 31st Aug.
S.S. PERSEUS via Suez Canal 10th Sept.
Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MISSEY & Co. Ltd., CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Jester" Duo Hongkong 17th Aug.
Leaves Hongkong 19th Aug.
U.S.S.B. "West Sequana" Duo Hongkong 30th Aug.
Leaves Hongkong 31st Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila & Zamboanga.

U.S.S.B. "West Paragon" Duo Hongkong 9th Aug.
Leaves Hongkong 11th Aug.

To Saigon and Manila.

U.S.S.B. "West Prospect" Duo Hongkong 28th Aug.
Leaves Hongkong 29th Aug.

To Batavia, Semarang, Sourabaya & Singapore.

U.S.S.B. "West Chopaka" Duo Hongkong 1st Sept.
Leaves Hongkong 2nd Sept.

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PACIFIC SHIPPING.

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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

"TEIRESIAS" 11th Aug. M'Isles, London, R'dam & Hamburg
"PYRRHUS" 18th Aug. London, Rotterdam & Hamburg.
"ADRASTUS" 25th Aug. M'Isles, London, R'dam & Hamburg
"TROILUS" 1st Sept. London, Hull, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"LXION" 18th Aug. Genoa, M'Isles, Liverpool & Glasgow
"EURYPYLUS" 1st Sept. M'Isles, Havre, Liverpool & Glasgow
"ANTIOCHUS" 20th Sept. Genoa, M'Isles, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS" 22nd Aug. Victoria, Seattle & Vancouver
"ACHILLES" 20th Sept. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"BELLEROPHON" 21st Aug. Boston & New York (via Suez)
"PERSEUS" 10th Sept. Boston & New York (via Suez)
"TRUCER" 1st Oct. Boston & New York (via Suez)

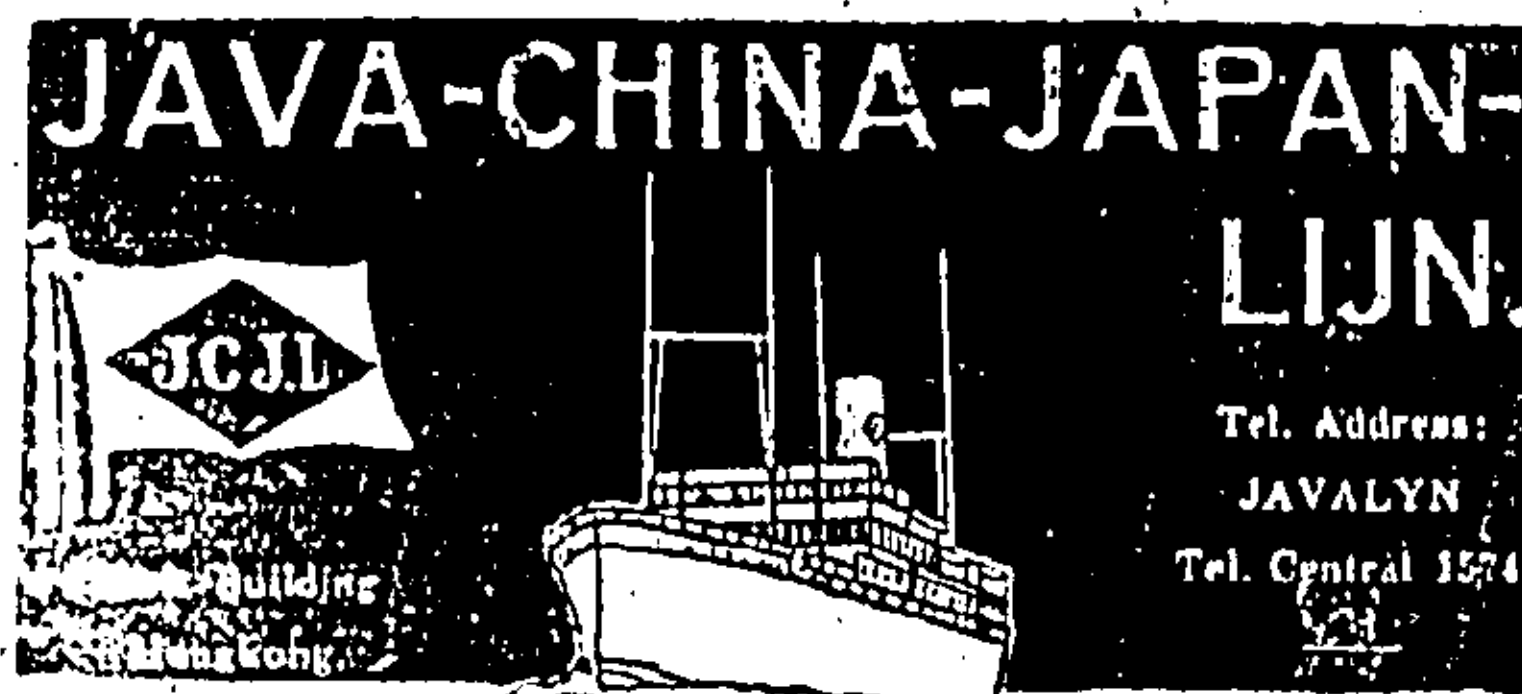
PASSENGER SERVICE

"PATROCLUS" 16th Sept. for Shanghai
"TEIRESIAS" 11th Aug. for Singapore, Marseilles & London
"SARPEDON" 9th Sept. for Singapore, Marseilles & London
"PATROCLUS" 21st Oct. for Singapore, Marseilles & London
"MENTOR" 17th Nov. for Singapore, Marseilles & London
"HECTOR" 16th Dec. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accom-
modation at specially reduced fares.

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE AGENTS



REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitaroen	Japan	In port	9th Aug.	Batavia
Tjisalak	S'haia, Mak.	In port	11th Aug.	Yokohama
Tjimanok	Batavia	In port	11th Aug.	Shanghai
Ombilin	Java	13th Aug.	—	—
Sawah Loenta	Java	13th Aug.	—	—
Tjilwong	Shanghai	16th Aug.	18th July	Makassar
Tjikini	Java	16th Aug.	19th Aug.	Shanghai
Tjisondari	Shanghai	21st Aug.	23rd Aug.	Batavia
Tjilatjap	Java	21st Aug.	—	—

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of seamen-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

NOTICE TO CONSIGNEES. DOLLAR STEAMSHIP LINE

The Steamship
"PRES. GARFIELD"
having arrived from New York
via ports, on Aug. 4th, 1924
consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
and/or extra hazardous Godown
of the Hongkong & Kowloon
Wharf and Godown Company, a
Kowloon, and stored at con-
signees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Import
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godown
where it will be examined at
10 a.m. on Aug. 8th, 1924, by the
Company's Surveyors, Messrs
Carmichael & Clark.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the
godown, and cargo undelivered
on and after Aug. 11th, 1924, will
be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

DOLLAR STEAMSHIP LINE.
4, Des Vaux Road,
Hongkong, August 4th, 1924.

NOTICE TO CONSIGNEES

THE BEN LINE STEAMERS LIMITED.

From MIDDLESBRO' ANT-
WERP, LONDON & STRAITS.

The Steamship
"BENRINNES"

CONSIGNEES of Cargo are
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are being landed at their risk
into the hazardous and/or extra
hazardous godowns of the Hong-
kong and Kowloon Wharf and
Godown Co., Ltd., whence and
or from the wharves, deliver-
may be obtained.

No claims will be admitted
after the goods have left the go-
downs, and all goods remaining
undelivered after the 11th inst.
will be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 18th
August or they will not be re-
cognised.

All broken, chafed and damag-
ed goods are to be left in the go-
downs where they will be exam-
ined on the 11th inst. at 10 a.m.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

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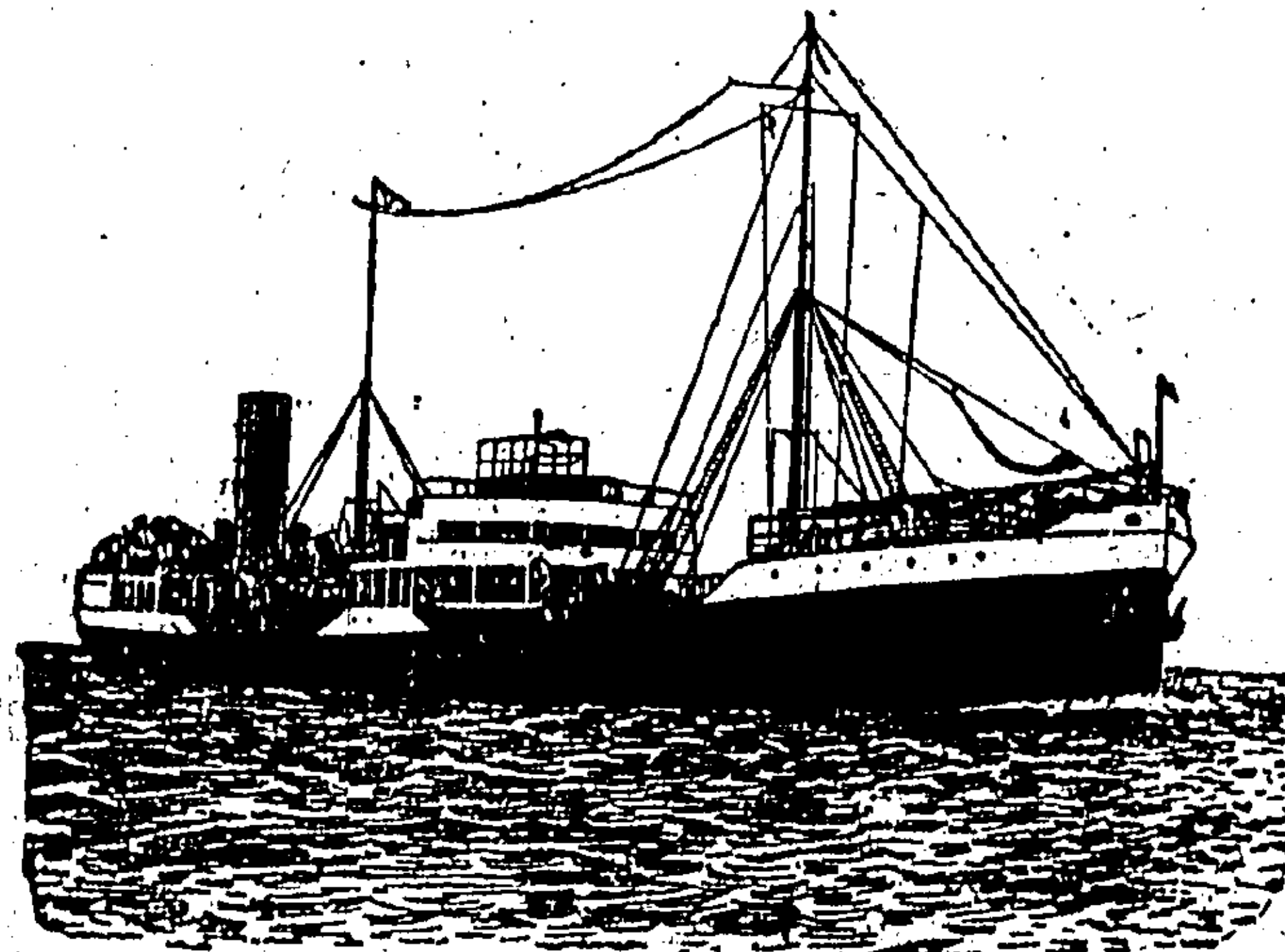
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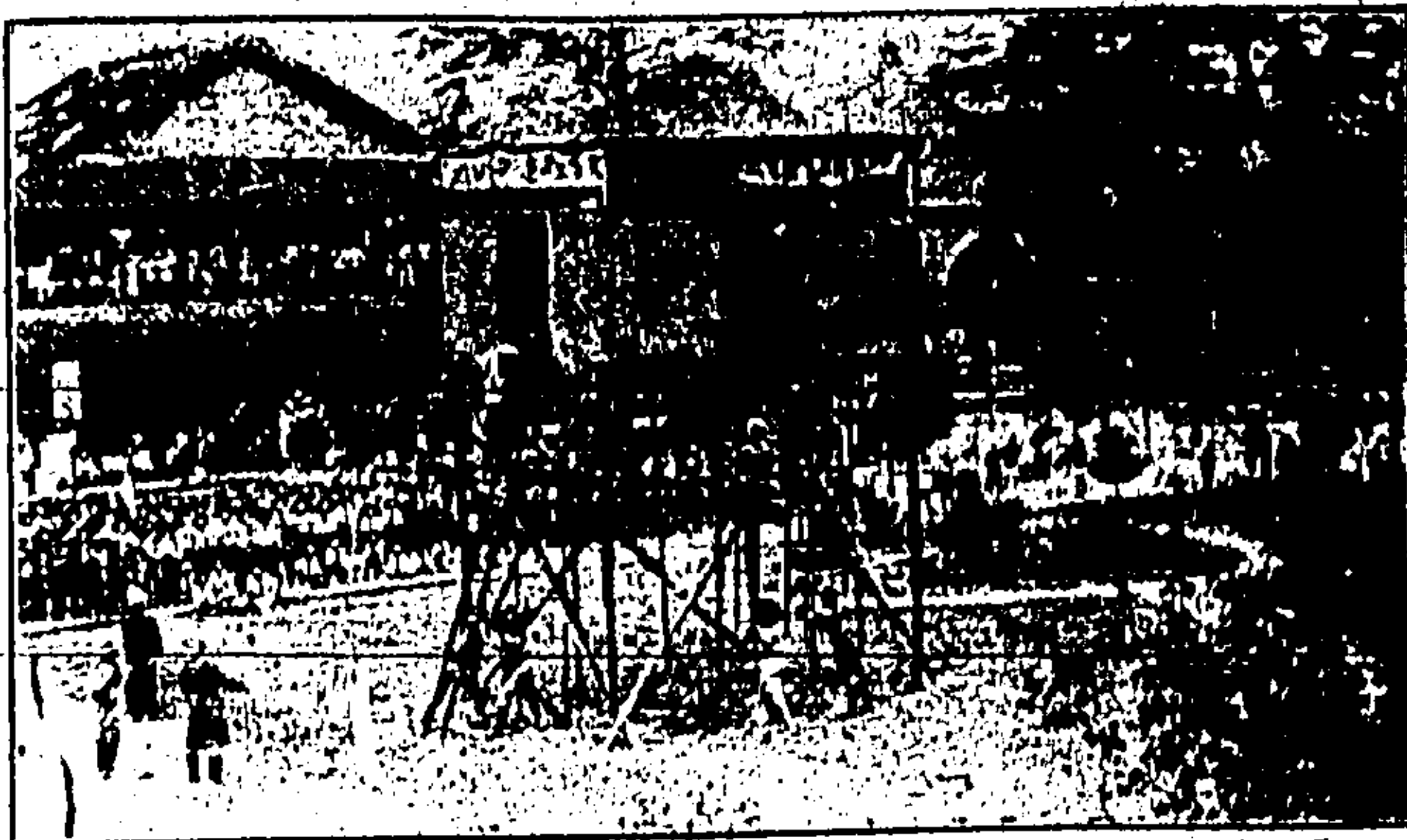
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CAMERA NEWS



SCOUT FIREMEN:—Here are some Canton Boy Scouts giving a demonstration in fire rescue work.



CANTON'S SCOUTS:—Canton Boy Scouts are here shown at work with the hose on a structure which they themselves erected.



ON PARADE:—This picture shows part of the parade at the recent inauguration in Canton of Boy Scouts from various Government schools.



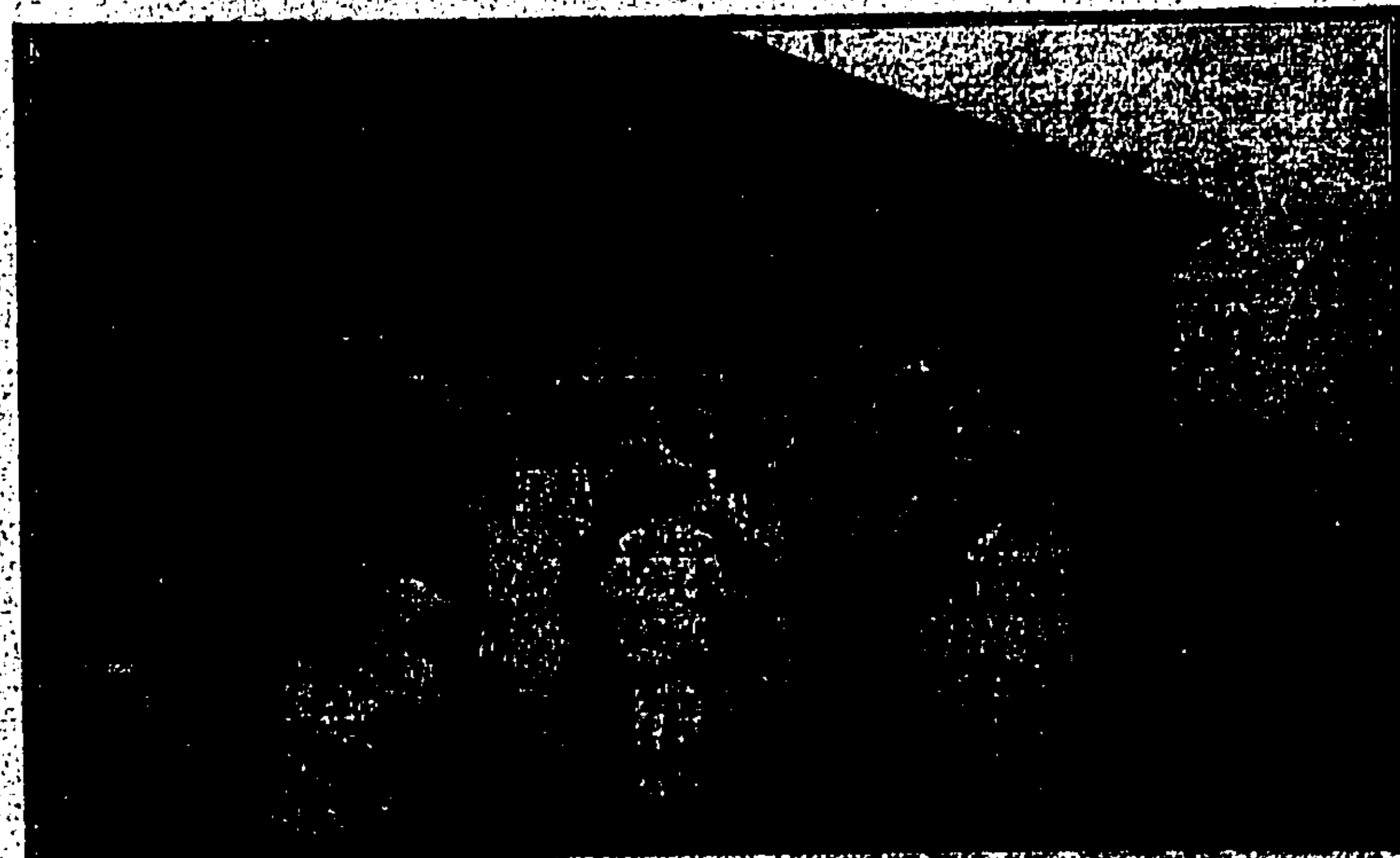
WINNER OF TSINGTAO CHAMPIONS:—Oliver Twist, who has often figured on the Shanghai turf, carried off the Champions Race at the Tsingtao Meeting which extended over three days. Mr. Powhattan is the owner of Oliver Twist; and the successful jockey was Mr. McBain.



PORTUGUESE AIRMEN AT SHANGHAI:—On a recent Sunday afternoon an enjoyable garden party was given at the Lusitano Club, in honour of the three Portuguese airmen who were passing through Shanghai on their way home. The grounds of the Club were specially decorated for the occasion with Venetian poles round which were draped the Portuguese colours, and from which were hung shields bearing the names of the twenty-four towns at which the airmen had landed on the flight from Lisbon to Macao. During the afternoon seven little girls performed an aviation dance with aeroplanes, after which tea and refreshments were served.



CUPS FOR AIRMEN:—The three Portuguese airmen who arrived in Shanghai after an adventurous flight from Portugal, were entertained at the Club Lusitano de Shanghai when they were made the recipients of three handsome silver cups. In the picture we see the Portuguese Consul-General, Mr. A. Casanova, with Major Sarmiento Beltes (pilot) on his left, Major Britto Pass (Squadron Leader) on his right, and on the extreme left of the picture, Lieut. Manuel Gouveia (Mechanic).



THE TSINGTAO RACES:—We are here showing the moment when the people on the Members' Grandstand are anxiously watching the people on the grandstand.

AN ALPHABET
OF HONGKONG

P IS THE PEAKITE
(Of the Elect)
She's probably snobbish
But still most select.

WHAT THE BELL MEANT.



Boy: "You make ling, masta?"
Master: "No! I was tolling the bell for you. I thought you were all dead. Catchee one beer!"

THE FIRST CHAPTER OF
GENESIS: ITS VALUE.

By the Rev. G. R. Lindsay, M. A.

A considerable amount of light has been thrown on this chapter by the discovery in 1872 of some clay tablets on which is written an account of the Creation from the religious standpoint of the Babylonians. Many similarities with the account in Genesis may be observed, and this is not surprising, for the Hebrew and Babylonian peoples were allied branches of the great Semitic race. But this Babylonian record has done more than anything else to confirm the real divine inspiration of the narrative in Genesis and its unique religious worth.

The Biblical account, when compared with this legend, presents differences which are even more striking than the resemblances and it is these differences which reveal its spiritual value. The Babylonian legend is full of grotesque and polytheistic ideas. It describes the Creation as an episode in the history of the gods. The Bible places it in its right position in the drama of human history: the former represents the gods themselves as evolved from chaos: the latter assumes God to be before all things and independent of them. The former loses itself in a medley of deities: in the latter there is but One Living and true God.

The wild grotesqueness of the Babylonian story is in striking contrast to the beauty, dignity and simplicity of the story which has been familiar to us from childhood. The religious teaching of the one, eternal Creator God, in contrast to that of the many gods whose image they were made,

TO-DAY'S MISCELLANY.

A second mysterious case of a man turning black has been discovered at Hull, (England.) The victim is Mr. Shillito, of Sykes Street, a tall, well-built man with fair hair. He is a seaman, like the first victim. His face, neck, and hands are a slate-grey colour during the day, and at night they turn completely black. His forearms and chest are a dark-lead colour, and he suffers from nausea and dizziness. Specialists in skin diseases can do nothing for him. They cannot even detect the cause of the transformation. The first victim, a Dane, has become almost like a negro. He complains of unbearable irritation. The only similar case reported to the doctors is that of a man who, after consorting with black men for some years, turned black and remained black for two years.

Alderman William Dennis known throughout Lincolnshire as the "Potato King," died at his house, Kirton, near Boston, at the age of 83. Mr. Dennis's career was one of the romances of modern industry. He was born at Florsington, in the Lincolnshire Fens, the son of an agricultural labourer. He never had a day's schooling, and was sent into the fields to scare crows at the age of 6, his wages being 6d. a week. When potato growing began to spread in the fine soils of South Lincolnshire, he obtained employment in preparing them for market at the munificent wage of 18s. a week. Later on he became foreman, and then bought seven acres of land—the forerunner of the thousands of acres he afterwards acquired.

This is the season for the railway companies' sales of damaged and unclaimed property and salvage (writes a *Manchester Guardian* correspondent). Many strange lots are offered and often good bargains are secured. At the sale of the L.M.S. Company at Derby a bag of Lyle's sugar fetched £3.10s.; a box of butter, £3; two bags of cowhair, 8s.; a street organ £5 5s.; a bag of horns, 3s.; a case of 192 dolls, £5 5s.; a Persian rug, £6 10s.; umbrellas, from £4 10s. to 7s. a doz.; five golf clubs and bag, 16s.; bumper of clothing, £5; diamond eardrop, £16; box of miscellaneous jewellery, £1 12s. 6d.; and a hamper of gloves, £10.

According to the Chancellor of the Exchequer, the way to ensure a long life is to become a duke. An investigation of the facts confirms Mr. Snowden's impression. In addition to the Duke of Connaught there are to-day six dukes over 70 years of age, while the average age of the 26 non-Royal dukes is 57, despite the youth of the Duke of Norfolk. Including the three Royal dukes, two of whom are young men, the average age is 55. The Archbishops go several better, with average age of 68.

LOST RUBENS.

Discovery in Vienna.

At the depot of the Academy of Arts, Vienna, Director Eigengruber has discovered the picture of the "Head of an Old Man," which he declares to be beyond doubt a genuine Rubens. As he states, the picture was badly affected by repainting. He supposes that the necessary work for conserving was left undone for longer than a century. Up to the present the neglected picture had been ignored. The Director is positive that it is an early work of Rubens: from the end of his Italian period, painted about 1608. According to his statement, the style, technique, and colouring vouchsafe its origin. It is described as highly impressionistic and modern in feeling, such as Rubens only painted in his old age. The head has a striking resemblance to the one in the Rubens picture of the "Adoration of the Magi," shown at the Prado in Madrid.

The newly-discovered picture, Dr. Eigengruber says, was obviously done after the same model as the head of the old king in the "Adoration of the Magi." The new head is to be found in the so-called sketchbook of Rubens, a collection of sheets done by Rubens's engraver, Paulus Pontius, by the master's order and under his supervision after drawings, studies, etc., from the hand of Rubens. The new picture is declared to have served as original for the engraving.

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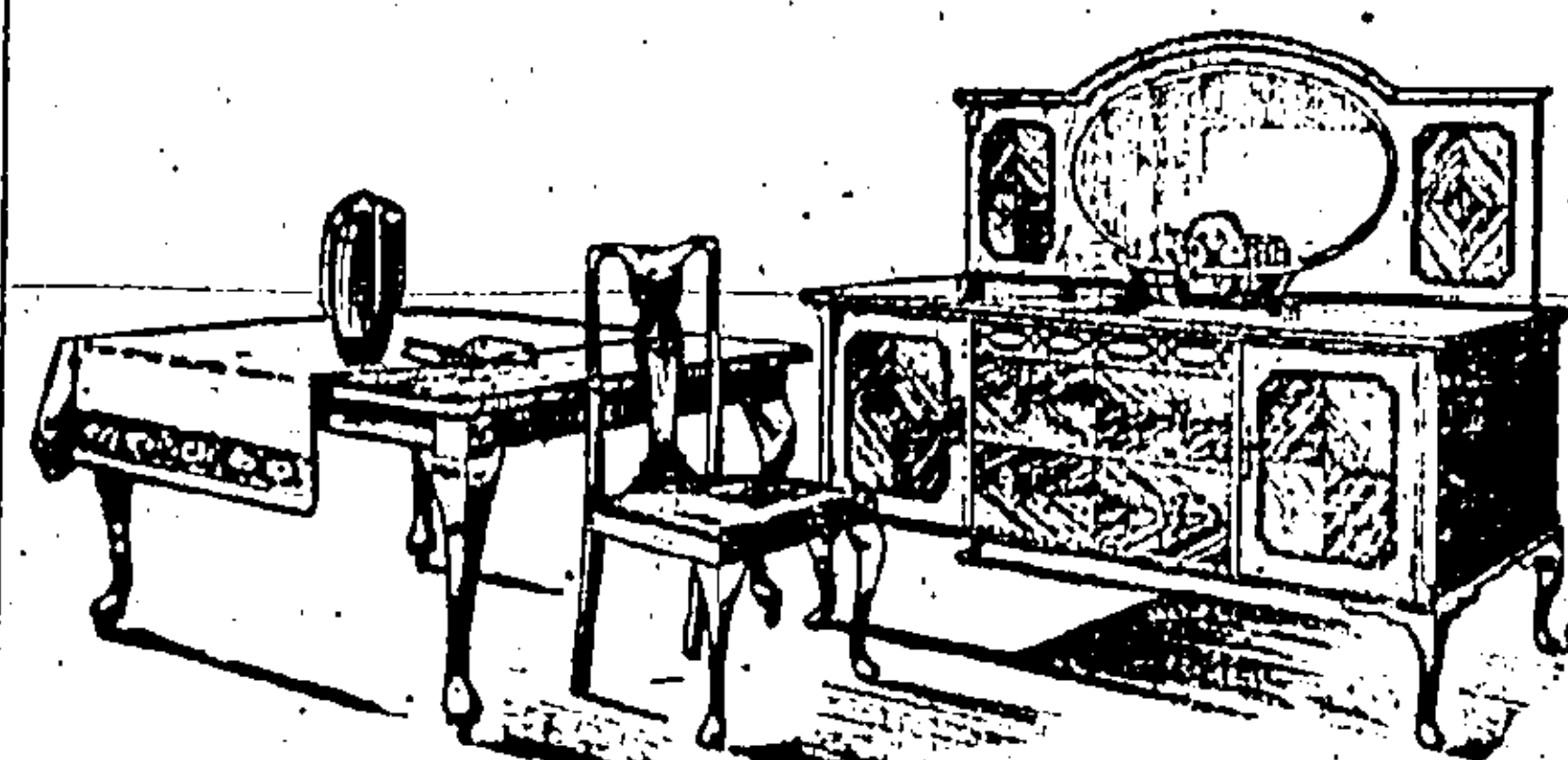
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THE root-cause of plague, as of the great majority of our so-called diseases, is internal bacterial infection. 'Yadil' destroys this infection and so restores health.

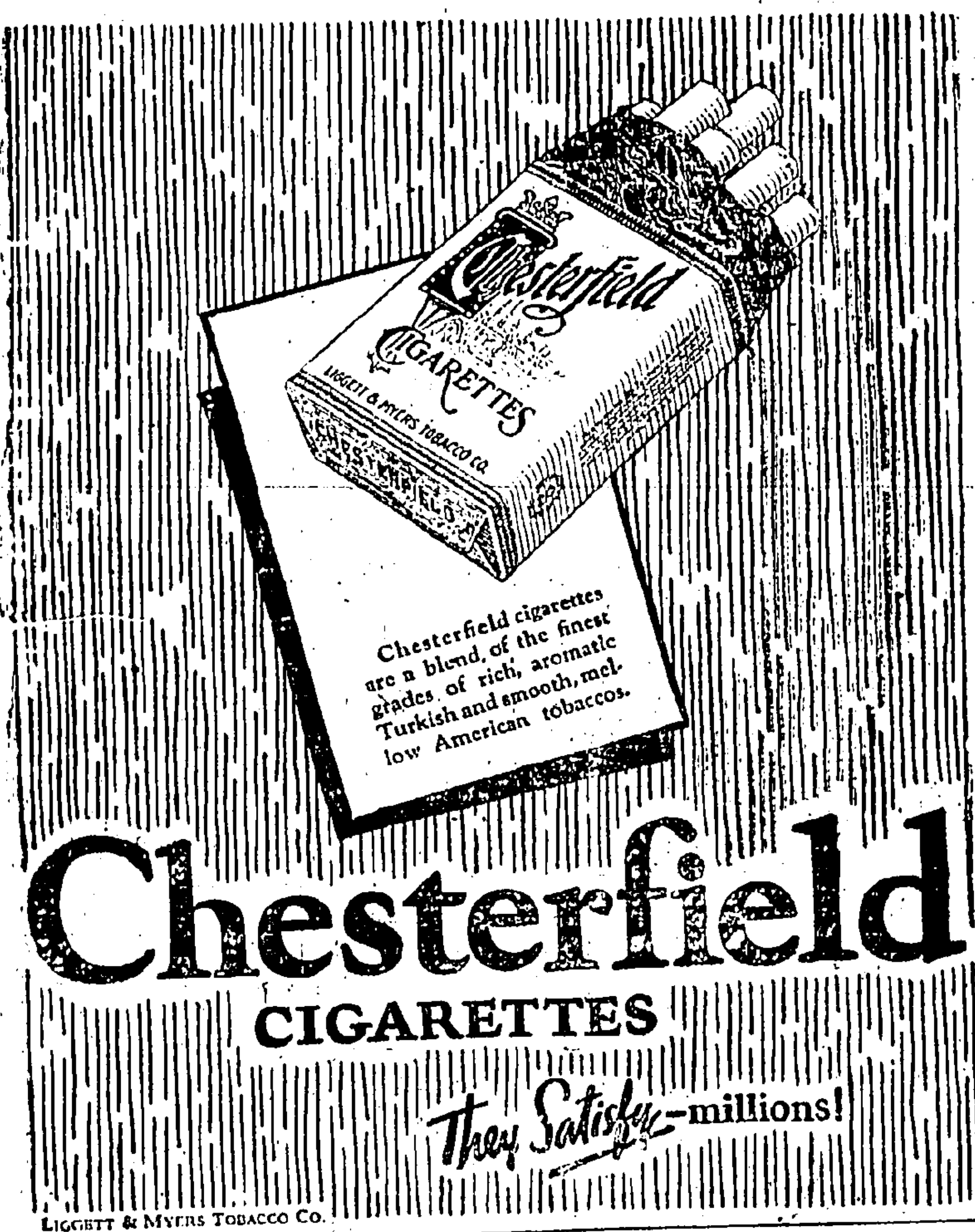
YADIL is the only antiseptic which can be swallowed without causing the slightest injury to the tissues or organs of the body. It fulfills all the requirements of the ideal antiseptic foreseen by Lord Lister as the weapon with which infectious disease can be conquered. 'Yadil' makes possible, for the first time, the complete disinfection of the human system. 'Yadil' is entirely of vegetable origin, being based upon natural essential-oil of garlic. The remarkable efficacy of garlic in preventing and curing plague and other infectious diseases has been known from very early times. 'Yadil' possesses all the powers of garlic in intensified form, but is free from the disadvantages of ordinary garlic substances. It is perfectly non-irritant and non-poisonous, and never taints the breath or body.

'Yadil' Antiseptic is prepared exclusively by Clement & Johnson Limited 19 Sicilian Avenue London England, and is supplied to Chemists in the Far East through London Buyers only. The following are approximate prices:

Liquid	2 oz.	\$ 6.	6 oz.	\$ 20.	Pint	\$ 60.	Quart	\$ 100.
Pills	50	1.25	150	2.00	500	5.50	1000	10.00
Ointment	1 oz.	.75	4 oz.	2.25	Pastilles (for the Voice) per tin			.50
Lubricant (for the Skin)	2 oz.	1.00			Powder (for the Toilet) per tin			1.00

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Nightingale Notes. (Continued).

viding a suitable medium for transmission and a receptive instrument. Then, if the conditions are favourable, the spirit of the wood can be apprehended over by those whose day-work lies in Wigan or Wolverhampton or Whitechapel.

Nor are our domestic woods only thus accessible. The sounds of an African jungle could—and probably will—be transmitted in the same way. Not only the song of the bird, but the croak of the frog, the roar of the lion, the whirr of a macaw, the hiss of the snake, might all be made accessible; and the wealth of concurrent existence, with its multifarious grades, might thereby be demonstrated.

A scopic on another planet who after much effort and ingenuity, began to receive sounds from the earth, might be greeted by some which he would sig-

ties as diabolic, or by some which he would call ugly or alarming. The still small voice might be long in attracting his attention. Yet all these things do exist; and it is among them that our lot is cast.

The analogy of all this with the experience of the readers of "Light" is obvious. But to avoid misapprehension, I would add a caution. To broadcast utterances from one human soul to another and thereby distribute refinements to scoffers, would be unwise. Broadcasting is suited to impersonal utterances and public intelligence; it is not suited to private and personal affairs. The spirit of the beloved should not, without good and sufficient reason, be degraded and cast to the dogs. Trance utterances in public may be made more public; but the personal scene is not for broadcast distribution.

Yours faithfully,
OLIVER LODGE.

LADY AND WOMAN.

The Finer Shades.

The other day the words "lady," "female," and "woman" were used in a London police court with the special meanings they possess in back-street controversies. A retired stipendiary once told the writer of the following description of a "certain liveliness down our court" which gave the finer shades of significance excellently well.

"It was like this," said the defendant. "She says to me 'You're no lady,' she says, and I smiles contemptuous. Then she says, 'You're an outrageous female,' she says, and I larfs scornful-like. 'Hon' she says, 'You're a woman,' she says, and I lets her 'ave the soap-suds in her floo. 'Owd' you like to be called a woman, sir?'"

RADIO NOTES AND NEWS.

Imperial Wireless Problems.

Mr. George A. Taylor writes to the Times:

The decision of the British Government to take speedy action on the report of the Imperial Wireless Telegraphy Committee, 1924, is welcome news to all who have the future of our Empire at heart, for its least development depends upon speediest intercommunication between the various parts and the Motherland. Though it holds one-quarter of the world's population, our Empire is wretchedly served by overseas wireless; in fact, the present situation reveals a world position that is far from satisfying anyone who looks for world peace. Recently, Admiral Field, in command of the Special Service Squadron of the Fleet, on its world cruise, made the alarming statement at Sydney that all the wireless Press news received throughout the voyage came from Gorman and French sources, whilst the Postmaster-General of Australia (the Hon. W. G. Gibson) who has just arrived in London by the Orient liner R.M.S. Ormonde, stated that all the news received on board the steamer for the first 15 days came from a German source and could be said to be of little interest to British people on board.

Australia calls for earliest Imperial linking, and in no better way can Empire interests be developed than by facilitating Imperial intercommunication in which wireless is so valuable a factor. Great Britain has been aptly termed the "Heart of the Empire," and wireless can be its life-blood; hence every assistance should be given the speedy completion of the super-power Imperial wireless station at Rugby, with its capability of communicating with any part of the globe.

As president of the Association for Developing Wireless in Australia, New Zealand, and Fiji, I am particularly desirous of seeing this modern wonder put to earliest and best Imperial use, and as a lover of world peace and a keen worker in encouraging invention to that end, for which

purpose I am in Europe, I desire that the British Empire, as the world's great peace guardian, should have earliest wireless interconnections, for speedy news of warlike activities of a possible belligerent nation could so strengthen Empire unity that the would-be war-maker would quickly change its point of view. For such purpose the Imperial wireless connections should be solely under Government control, as recommended by the Imperial Wireless Telegraphy Report.

NIGHTINGALE NOTES.

Sir Oliver Lodge's Views.

The following interesting letter by Sir Oliver Lodge appeared in Light of recent date:

Sir,—The experiment has been made of arranging an instrument in the haunts of the nightingale, stimulating the bird to song by the notes of a cello, and broadcasting the result by wireless. Some invalids and town dwellers have thus rejoiced at the opportunity of at last gaining some impression of a song which otherwise they could never hear. Others have objected that it was unnatural and so lie to take the sound away from the glamour of its proper surroundings and distribute it amid alien conditions. We may sympathise with both points of view; but the objection would have more force if the process interfered with or coerced the bird in any way, whereas it merely utilises some of the sound waves spontaneously produced, which would otherwise be wasted on the trees and ground.

All that is done is to hold a séance in the woods, to play some music, and wait results. No compulsion is exercised, no surety can be given; and the result may be a failure on one occasion and a success on another. A sympathetic and quiet attitude will conduce to success, while noisy turbulence would be adverse. All we can do is to furnish the opportunity, by pro-

UNROMANTIC RADIO!



When you watch two lovers on the stage in an affectionate embrace, the sight of it alone may produce a romantic thrill in you. But you'll have to use your imagination whenever you hear the lovers kiss by radio, because all the thrill and romance and affection is superadded by a mere smooch of the lips on the back of the hand. Dan Tothero and Pearl King-Tanner are shown above in a stage embrace and, lower photo, how they send their kisses during a radio-play broadcast from KGO at Oakland, California.



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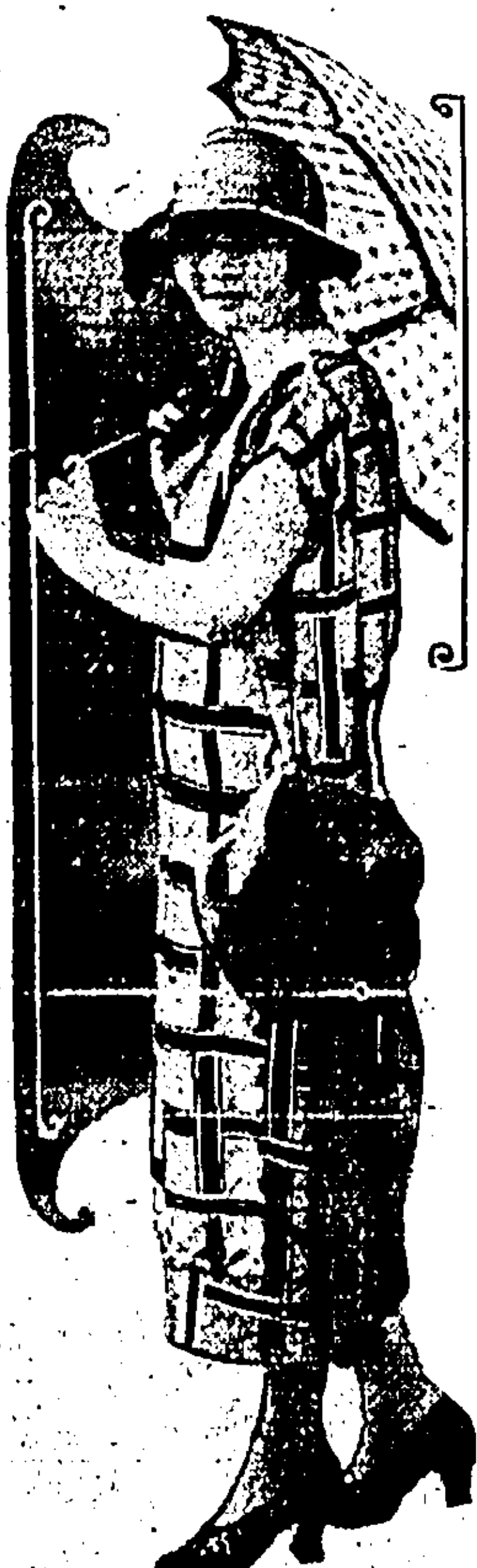


BLACK AND WHITE.



Black lace and white chiffon are both lovely, fragile fabrics and when they join their forces as they have in this gown and hat we get a truly satisfying result. Besides the lace edging, motifs of the lace are cut out and applied on the skirt and the scarf.

VERY SIMPLE.



A straightline frock with practically no sleeves and an easy neck, and then a huge bow for trimming. This frock laid coils in brown and

GRAPE FRUIT FOR BEAUTY.

The grape fruit is a beautifier, once its properties are realised it will find a place on the daily menu in every home.

Eaten as a first course at breakfast, it clears the complexion and gives a wonderful transparency to the skin. It is also excellent for those who suffer with "liver" troubles.

A slice cut from the ripe fruit, after the pipe have been removed, and rubbed over the neck, arms and hands is a wonderful bleach, and for rough, red elbows half a grape fruit will do more than a ton of face cream.

Cut the fruit in half, remove the pipe, then stand the half fruit on a table, cut sides uppermost. Place the elbow into the fruit, pressing it well in, then rub the elbow round and round in it. Allow it to remain in the fruit for 10 minutes or longer, then remove and wash with water without soap. A little oatmeal can be used instead of the soap.

To prepare grape fruit for table cut the fruit in half, separate the sections with a knife made for the purpose, then remove the pipe and sprinkle with a little caster sugar, allow the sugar to soak into the fruit for a few minutes and it will be ready to serve.

Occasionally one meets people who prefer grape fruit without sugar, sprinkling the cut fruit with a little salt instead.

THIS WEEK'S RECIPE.

CHERRY COCKTAILS.

Two live or 15 sweet cherries, 1 teaspoon chopped and blanched almonds, 1 tablespoon strawberry juice, 1 teaspoon powdered sugar. Pit and chill cherries. Sprinkle with chopped nuts. Mix strawberry juice and sugar and let stand till sugar is dissolved. Pour over cherries. Serve in sherbet glasses. The recipe makes one cocktail.

MOODS AND MODES OF EVE. OVER THE TEA CUPS.

[BY JOAN]

There really ought to be a society formed called "The Liveners Up"—referring of course to husbands who need just a tweny bit of ginger implanted in the midst of all their wonderful virtues.

It is dreadfully true, that if you say to a woman: "I suppose your husband is....." and before you can finish she cuts in and says: "Oh, quite. My husband never causes me a moment's anxiety, never stays out at nights, and always buys me what I ask without a murmur." Seems too good to be true, and when you come to investigate the delicate question of happiness, why, then, "Ah, the scene is changed," as the poet says.

"My husband is such a good man, but slow. He does want brightening up!" This is the burden of many a complaint extracted in these tete-a-tete boudoir conferences which shed a light upon many a dark matrimonial problem. Good—lull, dull, dull as ditchwater. That is where my new society will come right in with its beneficent work on behalf of bored wives.

Many men are, 'er, shall I not write, stodgy. They settle down into a rut. A man cannot understand what it means to a woman to wake up one morning and see her life running away and leaving her high and dry like a fish on a mud flat. She wants—goodness, what does she want? A little excitement now and again.

They say that gadding about makes a woman age. No, it's the want of it that makes the wrinkles come and keeps the beauty parlour ladies busy. Some shopping—"a real tonic," as a discerning magistrate said the other day, and I think him a lovable Cadi.

Husbands need educating up to the fact that wives want cultivating. It is the deadly monotony of everyday things which shrivel the soul. Our new society will have to see to it that husbands learn how to "live up"—to devise ideas, to put the colour into drab domestic lives and give Love a chance to have something to live on. For is it not true that it too often languishes and almost dies because hubby has taken it all so much for granted?

I wish some philanthropist would offer a thumping big prize for the husband who could think out the best treat for his wife, to make her forget the "daily round, the common task" (O how I hate the smug phrase!) Good men come home regularly and take everything as they find it.

There's a lot more I could write but my new society will give the full particulars—when its formed.

A MASCULINE FASHION.

The latest word from the greatest authority on men's fashions is that the coloured pocket handkerchief is beyond the pale. White is the proper colour for handkerchiefs, whether they be silk or linen. Nevertheless, one of the smartest haberdashers in London, one whose name is synonymous with correctness, is showing linen handkerchiefs with monograms embroidered in coloured thread in a cut-work medallion.

THE FAT SCALE.

The fashion of letting a scarf trail in a lat, in spite of continued popularity that has lasted for two seasons, still remains smart. The trailing scarf may be anything from a five-inch taffetas ribbon to a piece of georgette a yard wide and a yard and a half long. In this latter case it may slip through the hat brim and wind itself about the neck.

FOR HOT DAYS.



The spitznack motifs in the large size on this white organdie frock are of black ribbon, fastened with black silk, and the smaller ones are circles of black silk embroidered in white. The dress is worn over a plain slip of white organdie and with a large white sun hat with a black border. Very heavy black corded ribbon is used for the sash.

TRANSPARENT HATS.

Transparent hats are quite the vogue at present. The prettiest are those made of horsehair. The vision of a girl in a red horsehair hat with a wide brim which casts a red shadow is as charming a one as one could wish. On the other hand, a little cloche of black horsehair trimmed with thin quills curled outward, is one of the smartest models to be seen.

SILK TURBAN AND BAG TO MATCH.



The turban and the bag here photographed are of figured silk in brilliant shades of red, green and black, and they make a smart outfit when coupled with the white dress which the frock is shown with in the picture.

THE PERFECT FIGURE.

Weight reduction, like everything else, can be accomplished without injury to one's health or any very great inconvenience if scientific methods are followed.

Whether one becomes too fat or too thin depends not so much upon the quantity of food one takes as upon the type of food one chooses. A starvation diet may effect a reduction in weight temporarily, but as soon as the "patient" returns to a moderate diet the weight increases steadily.

Permanent reduction can only be effected by regular meals, consisting of a quantity, sufficient to maintain perfect health, of non-fattening foods.

For a weight-reducing diet the following menu will be found excellent:—

Begin the day with a glass of hot water to which the juice of a lemon has been added. This is in place of the early morning cup of tea.

Breakfast.—Tea, without sugar and with very little milk, one lightly boiled egg, brown bread and butter—not too much butter—and watercress or lettuce.

Lunch.—A little white fish (salmon and trout are forbidden), cabbage or cauliflower, brown bread and Dutch cheese.

Tea.—A cup of tea and a dry biscuit or a piece of brown bread, toasted.

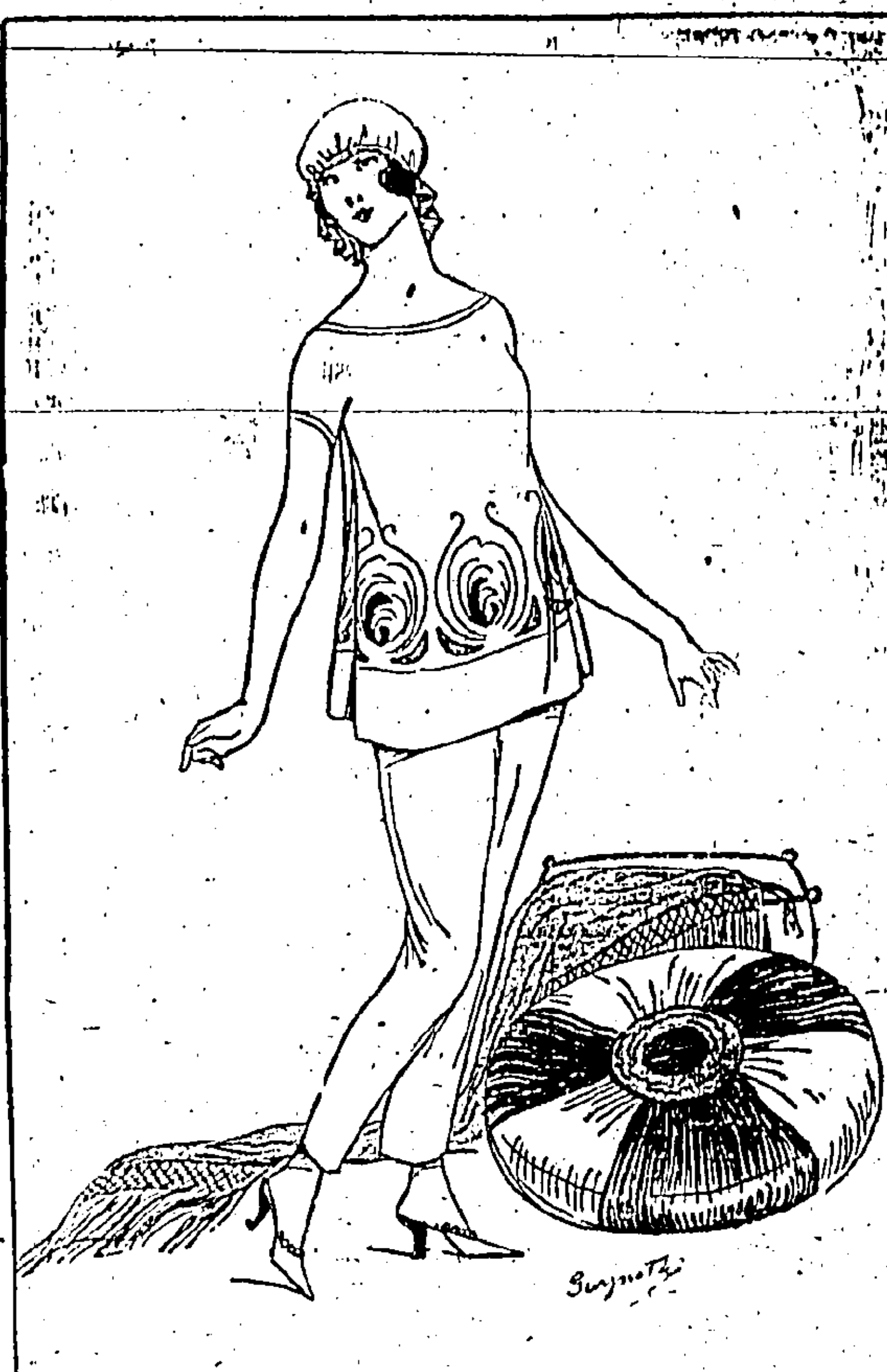
Dinner.—White fish, lean meat, cabbage, cauliflower or asparagus, fruit such as cherries, apples, blackberries, or any acid fruit, Dutch cheese and brown bread. Coffee may be taken but no liqueur.

No liquid should be taken with either lunch or dinner, but a glass of hot water, to which the juice of a lemon has been added, may be sipped half an hour after either meal.

Nothing should be taken after dinner except a glass of hot water with the juice of a lemon, which should be sipped slowly just before going to bed.

A Continental doctor who made a study of obesity discovered that it was the meal taken late in the evening that put on the most weight, and this doctor, therefore, never allowed the patients he treated to have anything to eat after five o'clock in the afternoon, no matter how hungry they might be.

EMBROIDERED NIGHT-WEAR.



These dainty pyjamas are of mauve Shantung. The tunic is elaborately embroidered in mauve, green and black, this being the principal ornamentation.

USEFUL HINTS.

When the glass stopper of a perfume bottle sticks, pour a little glycerine about the neck for the stopper and let it stand for a while, after which it may be easily removed.

Windows and mirrors may be washed with newspapers squeezed dry out of cold water containing a little ammonia, and wiped with dry newspapers crumpled until soft.

Grass stains may be removed from white goods by sponging with ammonia water. For silk, alcohol or chloroform is better.

Scratches on patent leather shoes will be less noticeable if they are painted over with a mixture of olive oil and ink applied with a fine brush.

A soap jelly that is excellent for shampoos is made by dissolving soap shavings in an equal amount of boiling water and adding a teaspoon of borax for every pint.

If you think there is any danger of bottles of perfume or lotion leaking in your bags while travelling, fit the corks tightly and dip in melted paraffin to close all pores.

NOTES FROM PARIS.

To hold the low knot of hair in place one of the fashionable coiffeurs has invented tiny combs, no wider than a large tortoiseshell hairpin, set with four or five prongs.

One of the fashion authorities has just introduced a novel material for making little morning dresses. It is men's shirting, striped in gay colours.

Frocks of cretonne appear in several of the smart shops. Sometimes serge or broadcloth is combined with the cretonne.

The favourite evening dress is, of course, the sheath, whether it be weighted with an intricate embroidery of crystal and pearl, beads, or covered with cascades of tulle taking the form of side panels, flounces or sash. Tulle scarves are almost sure to complete the gown, whether it be plain or belted, and if the scarf is not of tulle it will be of chiffon, and edged with ostrich or ostrich.

NOVEL BATHING SUIT.



The newest bathing suit shown in the picture is of a novel material, and is made in a very simple, yet very effective, design.

The Famous "GARNER" British-built truck-chassis and passenger-bus.

Two of the famous British-built "GARNER" 2-ton truck-chassis, equipped with pneumatic tyres have arrived and are now on show in our Kowloon Branch Office, No. 1, Canton Road.

One 24-passenger British-built Bus, English pattern, complete with body and equipped with pneumatic tyres, also of the famous Manufacturer "GARNER" has also arrived by the S.S. "Glensheil".

Inspection is cordially invited.

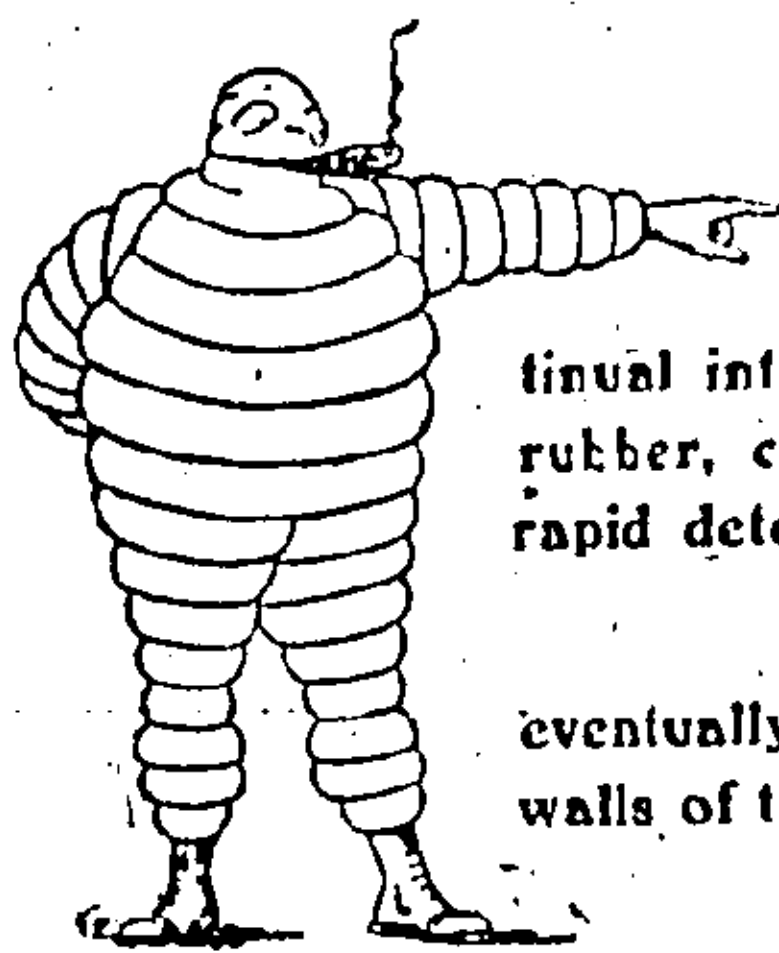
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When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the head.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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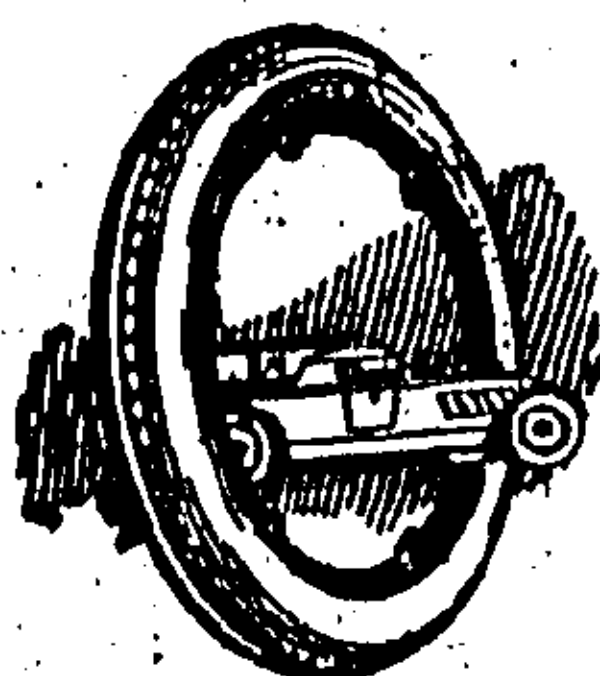
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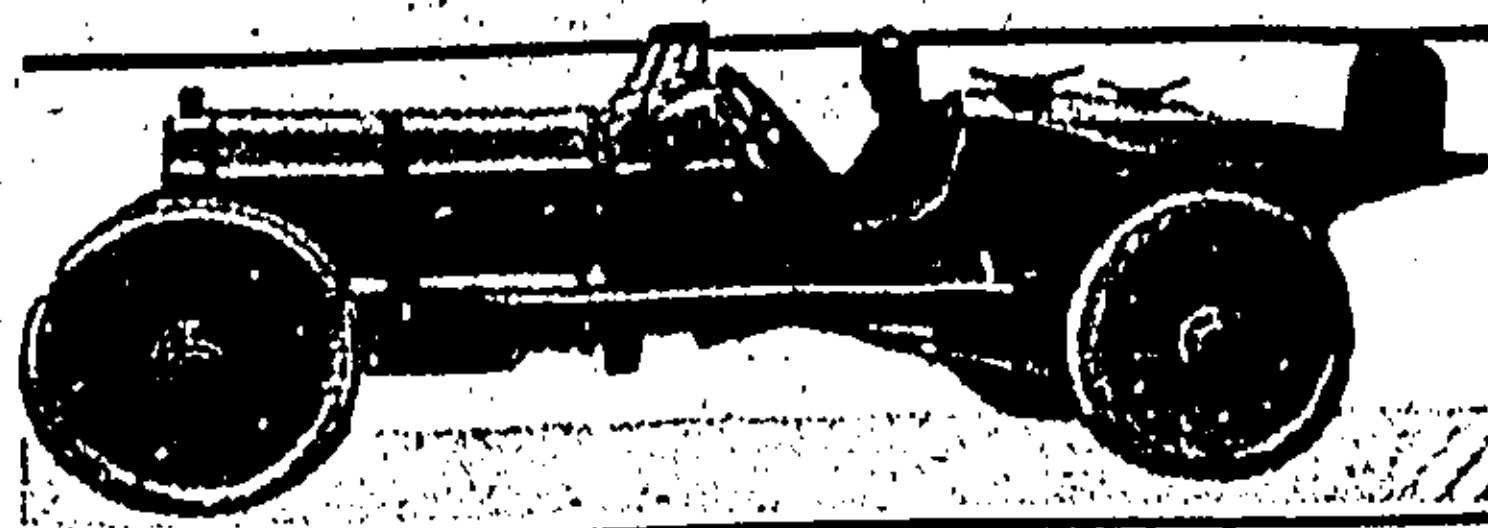
A good car is often damaged by bad storage. Space for a limited number of cars is available in our modern Garage.

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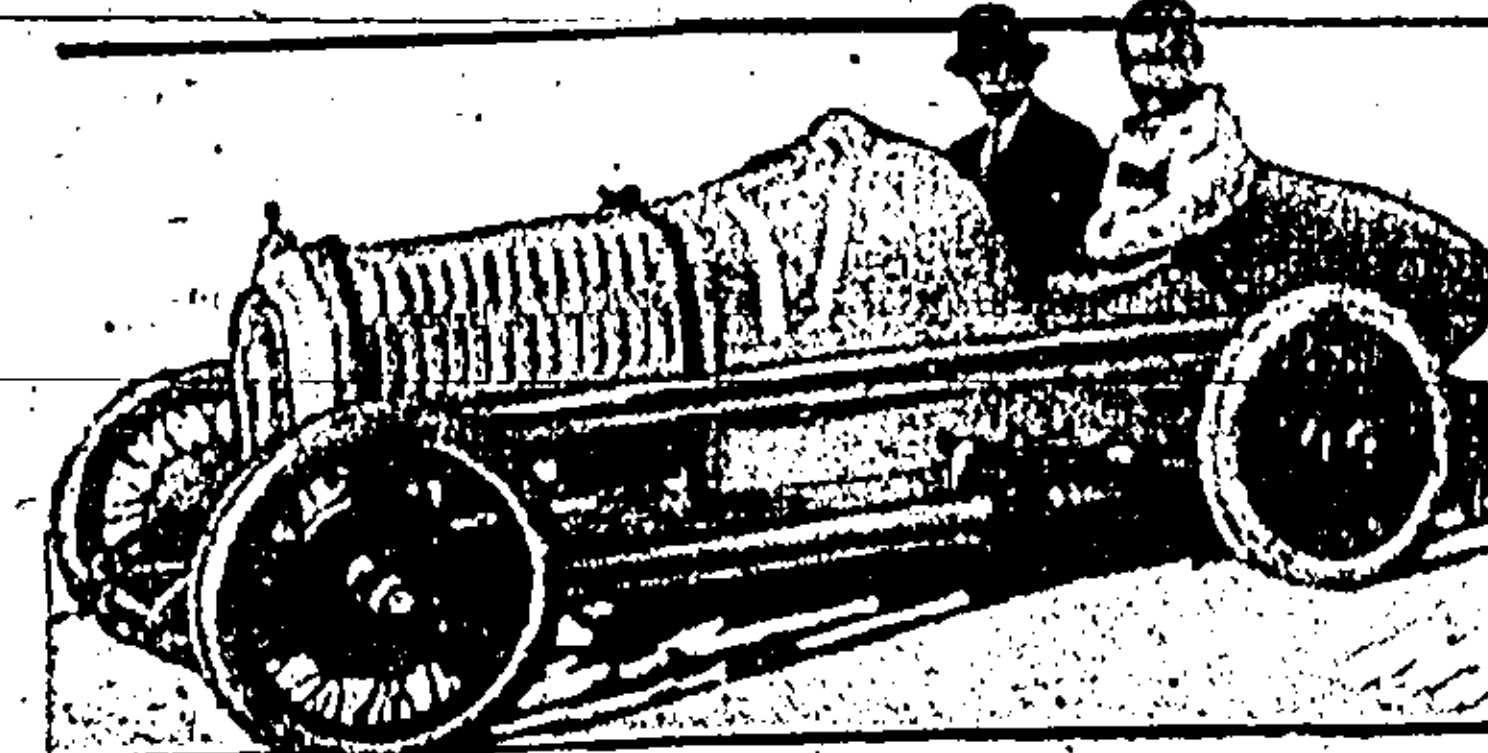


STORAGE

SMALL MOTOR CARS. Becoming Even Smaller.



The winner of the 1911 race was this Marmion, driven by Ray Harroun, and having a piston displacement of 447 cubic inches.



This is a forerunner of the 91-cubic-inch cars that may be seen in future races. It is a 91-inch Talbot.

The small automobile is going to be made smaller.

In 1926, according to present signs, automobiles entered in the annual 500-mile classic at the Indianapolis Speedway will have a piston displacement of 91 cubic inches—tiny engines going at the rate of more than 5000 revolutions a minute and speeding faster than the bigger machines of previous years.

The history of auto racing points to the steady decrease of engine size for lightness and speed. In 1911, when the first race was run, the limit was 600 cubic inches, and big lumbering cars, weighing 2000 pounds and over, made what was then the "remarkable" speed of 74.59 miles an hour.

Last Memorial Day witnessed at the Indianapolis Speedway saw a light, one-man, streamlined racer tear through 500 miles of track at a speed of 98.24 miles an hour, and the size of this racer's engine was only a fifth that of 1911.

At the same time, behind the scenes rested an even lighter car—of 91 cubic inches piston displacement—not ready as yet to enter that race, but promising to become an important competitor in the next event. Unofficial reports of its recognition stress its importance for the future.

At the time of the first race, in 1911, Ralph De Palma's Simplex reached within three inches of 600 cubic inch limit. It had a bore of 5 3/4 inches and a stroke the length of its bore.

Another competitor the Fiat, which came in third, has a displacement of 589 cubic inches, with a 5-inch bore and 7 1/2-inch stroke.

TINY ENGINES.

Compare this with the 122-cubic-inch car of 1924, with bores

of about 2 1/2 inches and strokes of little over 3 inches—for eight cylinders—and an idea of the smallness of the 91-inch motor may be gleaned.

The eight-in-line has been a popular engine for racers ever since 1920, when Duesenberg displayed wonders with his new models, all of which came below the 183-cubic-inch limit. It is hardly conceivable that the 91-inch motors will be straight eights, for their piston displacement would limit them to a bore of about 2 or 2 1/2 inches by a stroke of a little over 3 1/4 or 2 1/4 inches respectively.

In the case of four-cylinder engines of 91-inch displacement, however, the cylinder bore would be about 5 inches diameter by a little over 3 inches stroke.

SUPERCHARGER NEEDED.

Even this size cylinder would be impossible of endurance and consistent high speed were it not for the supercharger. It is due to this auxiliary that the small speedy engines of 5000 or more revolutions a minute can maintain their speed without a break.

Without the supercharger, the small engines would have to be slowed up because the suction stroke is so short that not enough time would be given the engine to draw up enough fuel and air for complete combustion. The supercharger is used, therefore, to force air into the cylinder during each suction stroke at at least twice atmospheric pressure so that enough mixture is received at all times and the small engine is maintained at a high and consistent speed.

Therefore, it may be safely predicted that every car having an engine of 91 cubic inches displacement will carry a supercharger to maintain it at a high speed.

A CLOSE SHAVE.



Three occupants of this automobile jumped to safety as the machine crashed through the guard rail of a Los Angeles bridge to hang precariously suspended 40 feet above the ground. Miss Rena Williams, the fourth passenger, fell the entire distance, but escaped with only minor injuries. A broken steering knuckle was blamed for the accident.

KEEP CAR ON THE LEVEL.

OIL AND GAS MEASUREMENTS ARE INACCURATE OTHERWISE.

Considerable trouble is occasioned for car owners because of their habit of not having the car on the level when seeing how much gas or oil they have. Unless the car is on the level the oil indicator will not register the truth about the crankcase contents, nor will the gas tank have the amount of fuel it registers. Over-rolling is as serious as oil starvation, and too much gasoline is sometimes as undesirable as too little, especially where a car is to be stored for a while. One motorist bought five gallons of gas, thinking he hadn't enough to drive him to the garage. Because he didn't have the car on the level, the tank was supplied with five gallons of gas that evaporated during the winter's storage.

BLOWING OUT MUFFLER. To avoid putting the muffler on the sick list and running the risk of being fined for driving through a town with what would amount to a cut-out open do this:

Close the throttle before switching on the ignition if you have been using the engine as a brake when going down hill. If the throttle is open the exhaust manifold and muffler will be filled with unburned gas. A discharge of burning gas from one cylinder will be sufficient to cause a terrific explosion in the exhaust line, resulting in wrecking the muffler. If the throttle is closed and the engine allowed to turn over a few times before the ignition is switched on, the exhaust line will have an opportunity to be cleared of unburned gas.

MOTORING NEWS FROM HOME.

A BRITISH TRIUMPH.

Quite the most interesting and significant recent occurrence in the motoring world of Europe has been the magnificent success of the 3-litre Bentley car in the twenty-four hour race for standard cars held over the Le Mans circuit in France. The event was very justly described in "The Autocar" as "the most gruelling test for standard cars ever seen in France or, indeed, in the continent of Europe." The justification for this description is proved by the fact that of forty-one starters only fourteen finished. Of these forty-one, forty represented the pick of the best known products of continental countries, and the remaining one was a 3-litre Bentley privately entered by Mr. Duff. The engine capacity of the Bentley is 2,990 c.c. The car was credited with 1,290 3/4 miles in the twenty-four hours. The next best performance was that of a six-cylinder Lorraine-Dietrich, with an engine capacity of 3,445 c.c., which covered 1,280 miles. As a matter of fact the distance covered by the Bentley in the time was really about 100 miles more than appeared in the official statement. The rules were extraordinarily complicated and for some rather obscure reason a stop by the Bentley to change a tyre resulted in a penalty which had the effect of knocking about 100 miles off the distance recorded as covered. Bentley was a genuine standard car, whereas some of the French vehicles, though nominally standard, were really fitted with racing bodies, superficially faked to give the appearance of touring vehicles. The regulations were very strict and part of the race was run with the hood up. The Bentley performance certainly ranks high among the great achievements of British vehicles in international competition.

OTHER NOTABLE ACHIEVEMENTS.

This year has already seen a number of other notable achievements of the products of the British Motor Industry. For instance, at the Cannes Motor Boat Meeting, the Grand Prix Race for 1 1/2-litre boats was won by a British boat fitted with a Sunbeam-Talbot-Darracq engine, a speed of 55 kilometres per hour being attained. The 100 kilometre race was also won by a boat fitted with a Sunbeam engine.

In the air a Napier "Lion" engine has put up a record by being the first single aero engine that has flown over 100,000 miles on the Trans-Continental Air Route. Another Napier "Lion" engine, flying in South America, has put up a new altitude record, having reached the height of

CURING A MAGNETO.

AN EXPERT'S ADVICE.

The magneto on my machine has stopped producing sparkles altogether. Could you give me an idea as to what could possibly cause this unhappy state of affairs?

This question was asked in a Home Motoring Journal the replies being—

When a magneto goes on a strike, the most probable causes are as follows:

1.—Interrupter points stuck or held open due to a mist or wetted interrupter lever bearing.

2.—Interrupter platinum points very dirty, bearings are worn away to such extent that only iron is left to make the contact.

3.—Carbon brushes dirty or sprung and stuck in the brush holders so they cannot make contact with the collector spoon.

4.—Brush holders cracked, permitting the high tension current to discharge to the ground or into work of the magneto.

5.—Hard rubber collector spoon (slip ring) cracked or dirty.

6.—Magneto has been water soaked, thus shortening the condenser or high tension winding. Usually a thorough drying out in a hot oven will overcome difficulties from this cause.

7.—High tension cables wet, having faulty insulation and being twisted together.

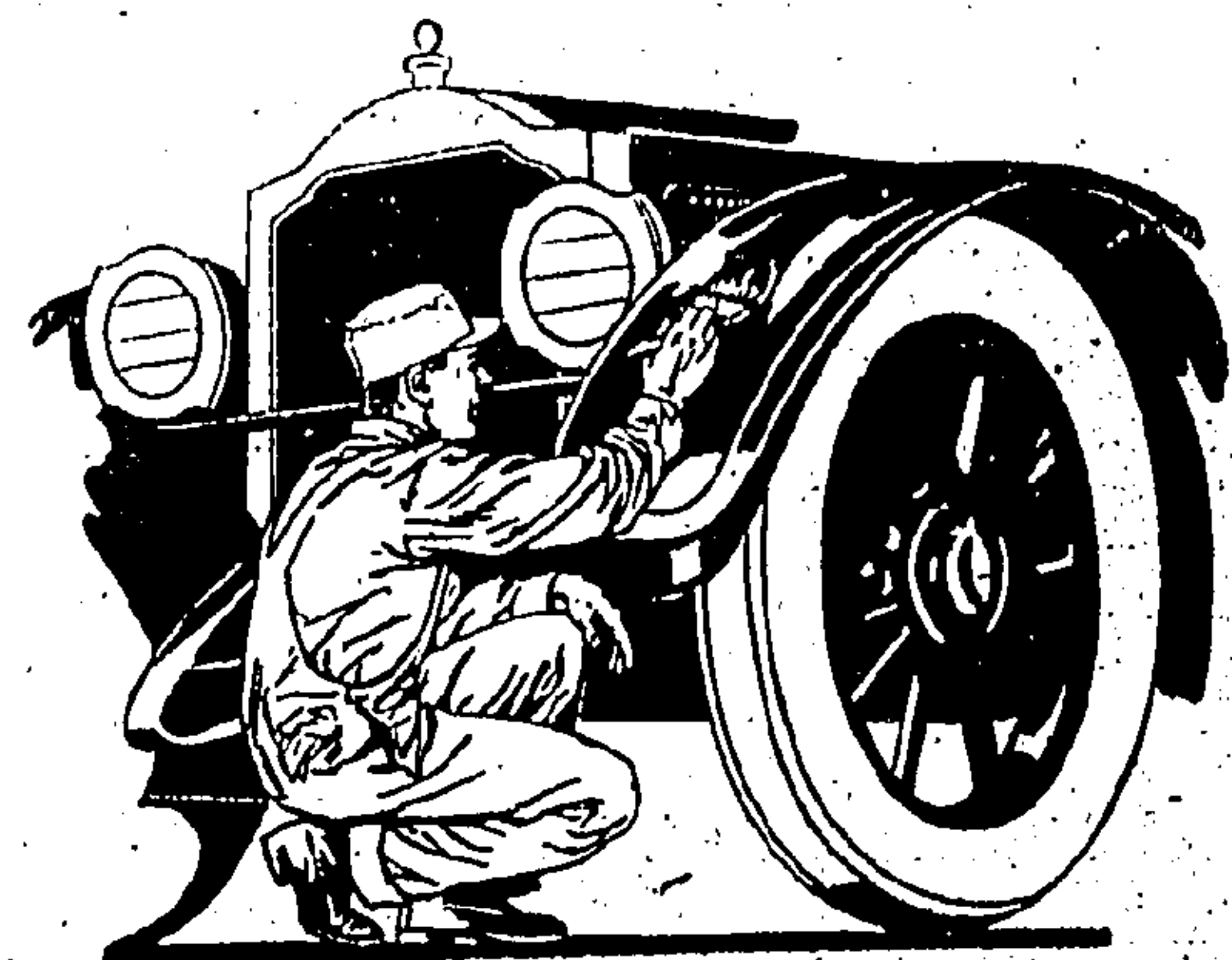
My advice is that you do not experiment too far with the magneto, because it is an instrument that requires expert attention; especially for the replacement of some of the internal parts.

21,500 ft. while carrying a load of 1,000 pounds.

Turning to motor cycles, there is a prevailing but false impression that in the 1,000 c.c. class American machines hold most of the records. In point of fact, a great majority of records are held by British motor cycles and in April of this year a British side-car combination with a British engine created new world records for the flying kilometre and the flying mile. In the former event a speed of over 157 kilometres per hour was reached.

At Brighton recently a 1,000 c.c. British motor cycle had two matches with a 20,000 c.c. foreign motor car of racing type. The first was a fiasco owing to one of the car tyres bursting. In the second race the motor cycle, led throughout and won easily, in one section of the course attaining a speed of 120 miles an hour with slight assistance from a following wind.

The representatives of the British motor cycle industry started the year well, since on the first of January a 234 h.p. A. J. S. won the 400 c.c. solo championship of Australia, another machine of the same make occupying second place.



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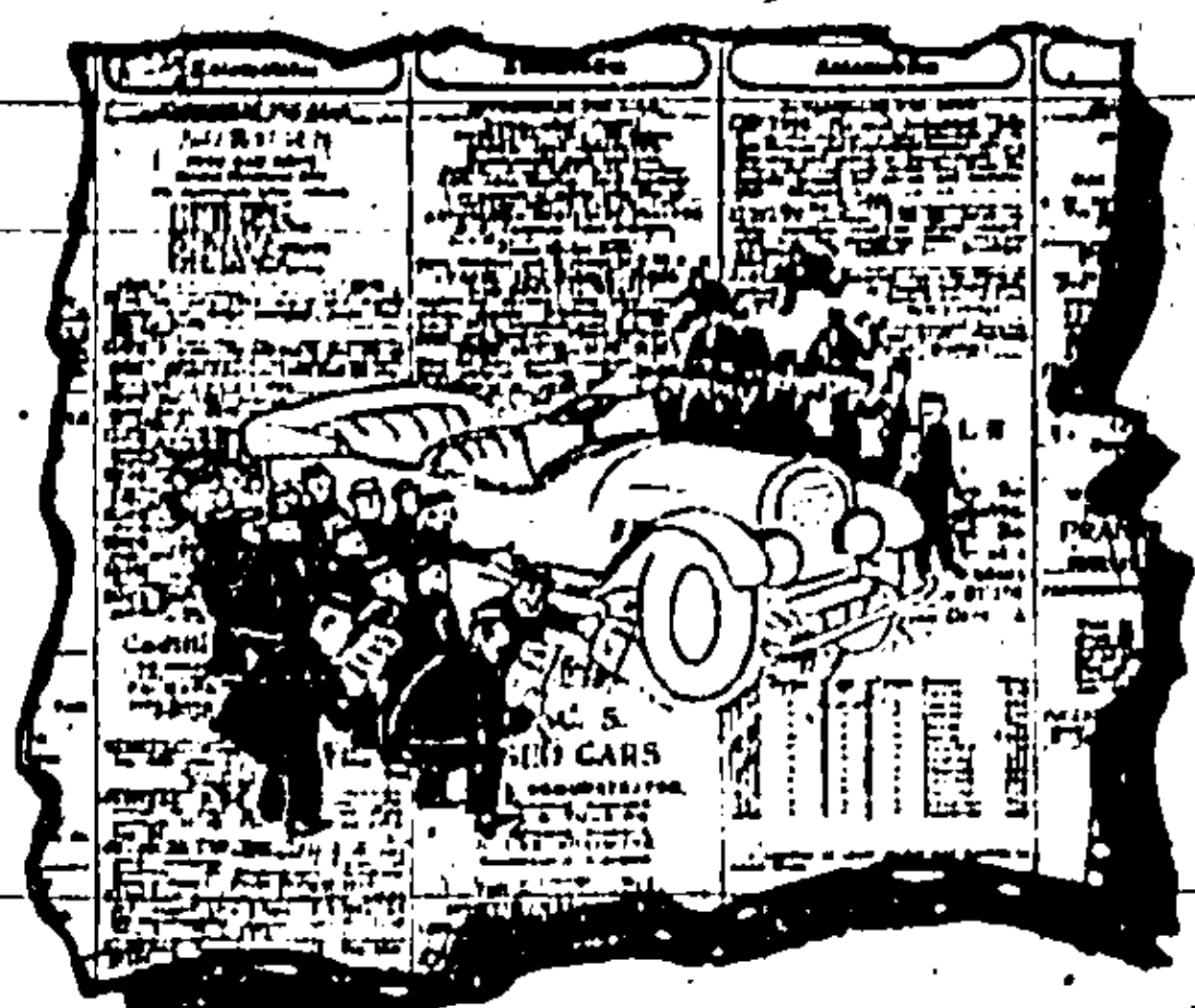
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ATTENTION TO FUEL SYSTEM.

FUEL LINE MUST BE KEPT OPEN.

The fuel feed system of the modern motor car consists in the main of a tank, usually placed in the rear of the car and holding the principal supply of fuel. From the tank copper pipes carry the fuel to the carburetor, usually, through a vacuum tank, which is the ordinary mean now employed of getting the fuel to the engine. In addition to these principal units there are strainer and sediment traps, to clean the fuel before it gets to the carburetor.

Obviously the operation of the engine depends on the free flow of fuel from the main tanks to the combustion chambers. If for any reason this flow is interrupted, the engine will misfire, lose power and may even refuse to pull at all if the condition is serious enough. This condition will obtain whether the fuel is fed by vacuum or by gravity. It is essential, therefore, to see that the fuel line is kept open and the flow of gas to the carburetor is unimpeded.

The vacuum system in the final analysis is a gravity system, because while the vacuum in the intake manifold is used to lift the fuel from the main tank, which is at atmospheric pressure, into the vacuum tank, it flows from here into the carburetor by gravity.

Whatever system is used, the principal essential is cleanliness. The strainers of traps must be emptied and cleaned out at least once a month in cold weather and every two weeks in warm weather. Do not trust to straining the gasoline before it is put in the tank. No matter how careful you may be dirt and foreign matter will get past the strain and collect in the fuel system. Eventually it gets into the float bowl of the carburetor, where it impedes the flow of fuel and causes spitting, stalling, of the engine, loss of power and all the line of troubles.

In the gravity system the pipe which carries the fuel from the tank to the carburetor must not have sharp bends, because these give a chance for sediment to collect and stop the flow. In this type of system the carburetor must be cleaned every so often. A trap or plug is usually placed in the bottom of the carburetor float bowl. Empty this trap once a month.

With the vacuum system, in addition to observing all the laws of the cleanliness as outlined above, the tank itself may sometimes need attention. Test the tank by opening the pet cock at the bottom and if more than one six of a quart of gas flows out, you may be satisfied that the system is working properly. Dirt or foreign matter in the line may prevent the vacuum tank from filling. When the engine is run at low speeds for a long time, the vacuum may be so reduced that the tank will not fill. The remedy in this case is to run the engine with throttle closed for a few minutes, when enough vacuum will be created to fill the tank.

IF FLOAT LEAKS.

If the float springs a leak, the inner shell may be taken out by removing eight screws and the tank may be filled with gasoline to get you to the nearest service station. In case the vacuum tank ever becomes empty, you can fill it by closing the throttle and cranking.

Sometimes dirt or sediment gets under the flap valve of the tank and the remedy for this is to squirt some gasoline into the top of the tank thereby washing the dirt down and permitting the tank to function again.

COLLISIONS AT CROSS-ROADS.

SIR A YARROW'S DEVICE FOR AVOIDANCE.

When two motor cars are about to cross one another's path it is of the utmost importance that the drivers should see each other at the earliest possible moment in order to avoid a collision. An approaching car can be seen only when the line of sight is not obstructed by buildings or hedges.

To enable the driver to see a motor car about to cross his path, Sir Alfred Yarrow has placed at the extreme forward end of his car two mirrors fixed at right angles to one another. By means of these mirrors the driver can see

HOME MOTOR-CAR PRICES.

REMOVAL OF McKENNA DUTIES.

There appears to be a wide-spread misunderstanding among motorists and prospective car owners about purchase prices, especially those of imported models. In the first place, it is assumed that directly the McKenna duties on foreign makes coming into the country are removed, on August 1 next, motors in general will come down in price; and again, that owing to the import duty of 33 1/3 per cent. being repealed, foreign cars will be reduced by a third in purchase price. Both suppositions are incorrect. Why? Because the possible "cuts" have already been made in the latest quotations of imported cars, home productions are not in my opinion likely to be sold at lower rates in the near future, and last but not least, the 33 1/3 per cent. tax does not apply to the cost of the complete imported car as catalogued and offered ready for the road in this country.

It is clear that if the importer had waited until the McKenna duties were actually repealed to lower the price of his car, no one in his senses would have bought a foreign model during the three best motoring months of the year. Consequently, definite reductions were announced as soon as possible, firms in most cases stating that no further cuts will be made during August. Thus the home buyer of a foreign make already pays a duty-free price. As to British cars, at first sight it might seem that these, too, would become cheaper—in fact, that makers here would have their hands forced, and through keener competition, be "brought into line," as some would have it. In certain cases there may well be slight reduction in prices; but the way does not appear clear for either substantial or general cuts, much less or both.

NO SENSATIONAL REDUCTION.

British car manufacturers especially these who are engaged upon the production of "popular" models, have already drawn the line fairly closely between profit and loss. In this case, bearing in mind that purchase price is naturally based largely upon factory output, it is likely that with increased competition, resulting, at any rate, in somewhat decreased sales, the home manufacturer will be able in the near future to lower his quotations? Personally, I do not think it is. Moreover, the cost of raw materials is increasing rather than diminishing. As to the question of imported cars being sold here at two-thirds of their former price, this is quite beyond the bounds of possibility, except, perhaps, in a few isolated cases where a maker wants to do some spade work, in a big way of business, and can afford to undersell for a time. The duty does not come on the retail price of the complete machine as it is sold to the motorist in England, but on a very much smaller figure, for, duty is charged on the factory cost, while freightage and duty-free tyres all influence the ratio between taxable and retail figures. The possible reduction to the motorist owing to the removal of the duties is more like 10 per cent. than 33 per cent.

It will be seen, then, (1) that no startling and sensational occurrence in the price of imported cars generally is likely to take place on August 1 next; (2) that the chances of the prices of British cars as a whole being reduced during the summer are sufficiently small to be left out of the general calculation; and (3) that the foreign car is already being sold at lower i.e., duty-free, prices.

up the cross-roads on both sides sooner than he could by direct vision, and is enabled, as it were, to see round the corner. By this plan the driver, in addition to seeing straight ahead, can see up the cross-roads both to the right and to the left without turning his head round. That is to say, he can see what is coming in three directions simultaneously.

This device is not claimed by Sir Alfred Yarrow as new. He understands that something similar was proposed many years ago, but it did not then attract attention, probably because it is only in recent years that the danger incurred when motoring has been realized. With this device it is reasonable to conclude that the risk of collision at cross-roads may be materially reduced. In Sir Alfred Yarrow's car the distance between the driver and the mirrors is 8 ft.

THORNYCROFT

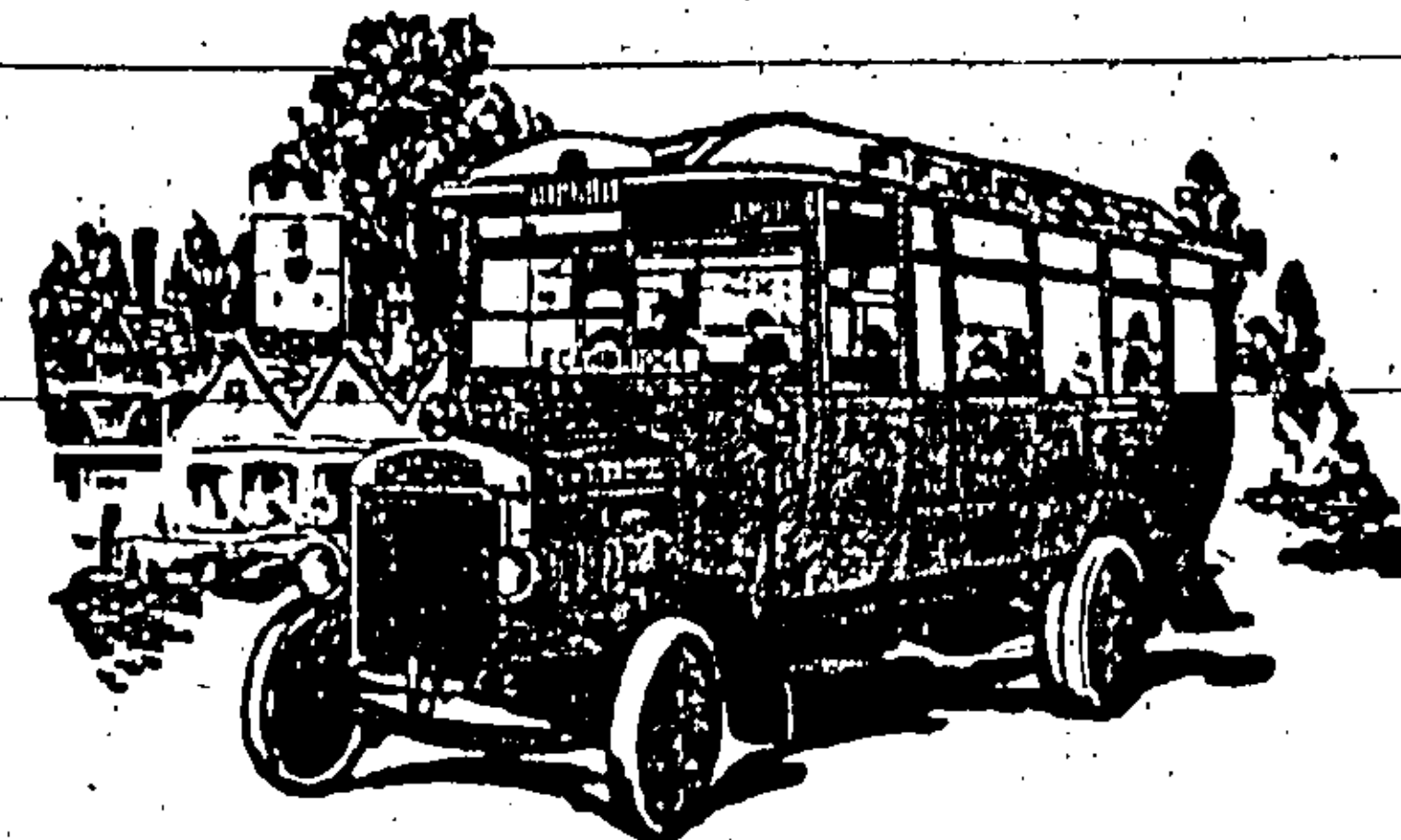
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Four special types have recently been added to Dodge Brothers standard line of motor cars. A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

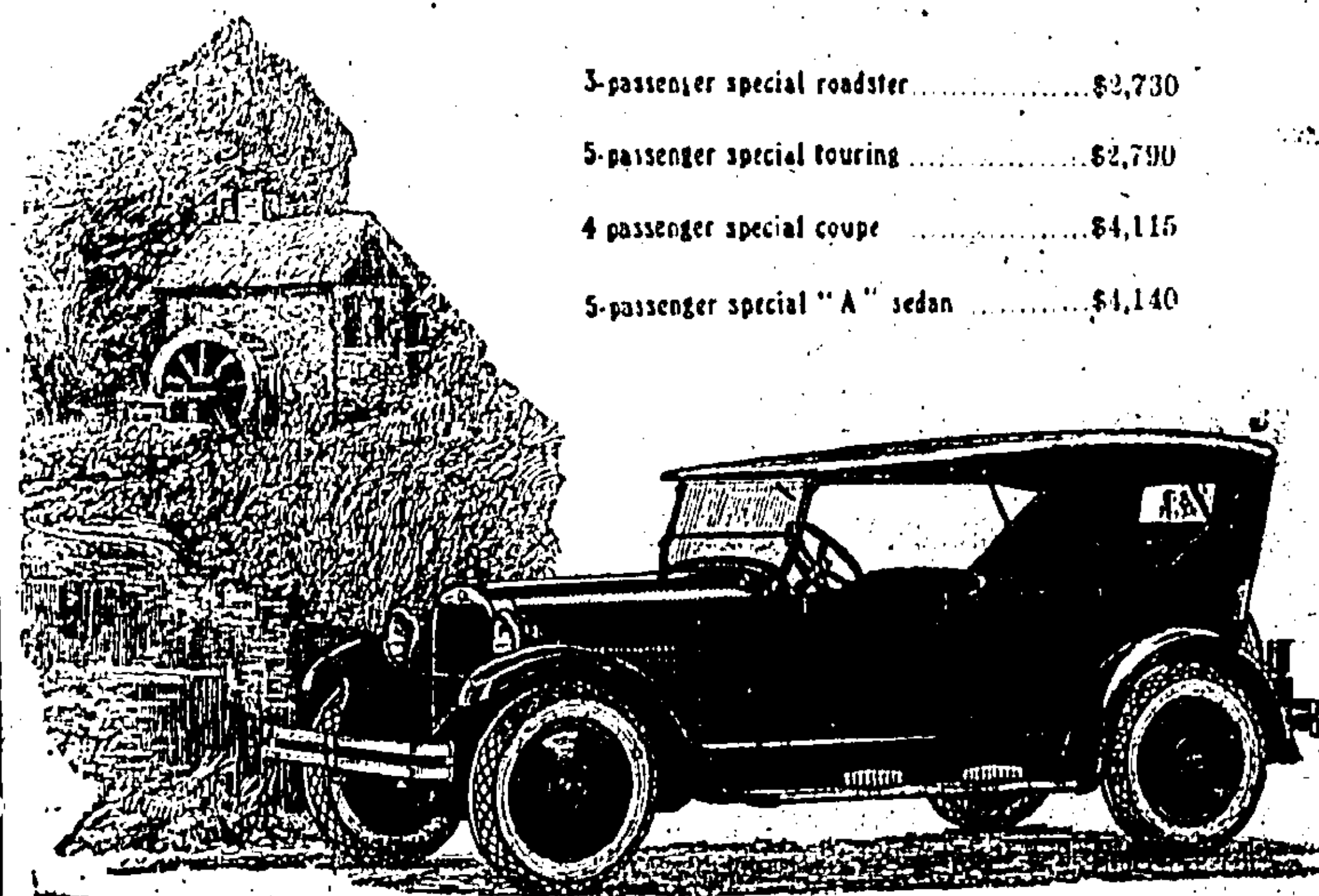
In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres, nickel-trimmed radiator shell on touring car and roadster (optional on closed types) front and rear bumpers, motorist with lock, special blue leather upholstery (for touring car and roadster special body striping, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 3950.

33, Wong Nei Chung Road Happy Valley.



3-passenger special roadster	\$2,730
5-passenger special touring	\$2,790
4 passenger special coupe	\$4,115
5-passenger special "A" sedan	\$4,140

PLENTY OF PROSPECTS.

Automobile men in America are hopeful. Their statisticians have figured out that there are more prospects for automobiles than there were owners at the beginning of this year.

And auto owners in the United States at the end of 1923 numbered 13,464,000—not including motor truck operators.

The prospects are those getting below a \$1500 yearly income,

those getting above this figure being included among the owners.

The lower income prospects amount to 28,150,000. That is, most of them are considered prospects.

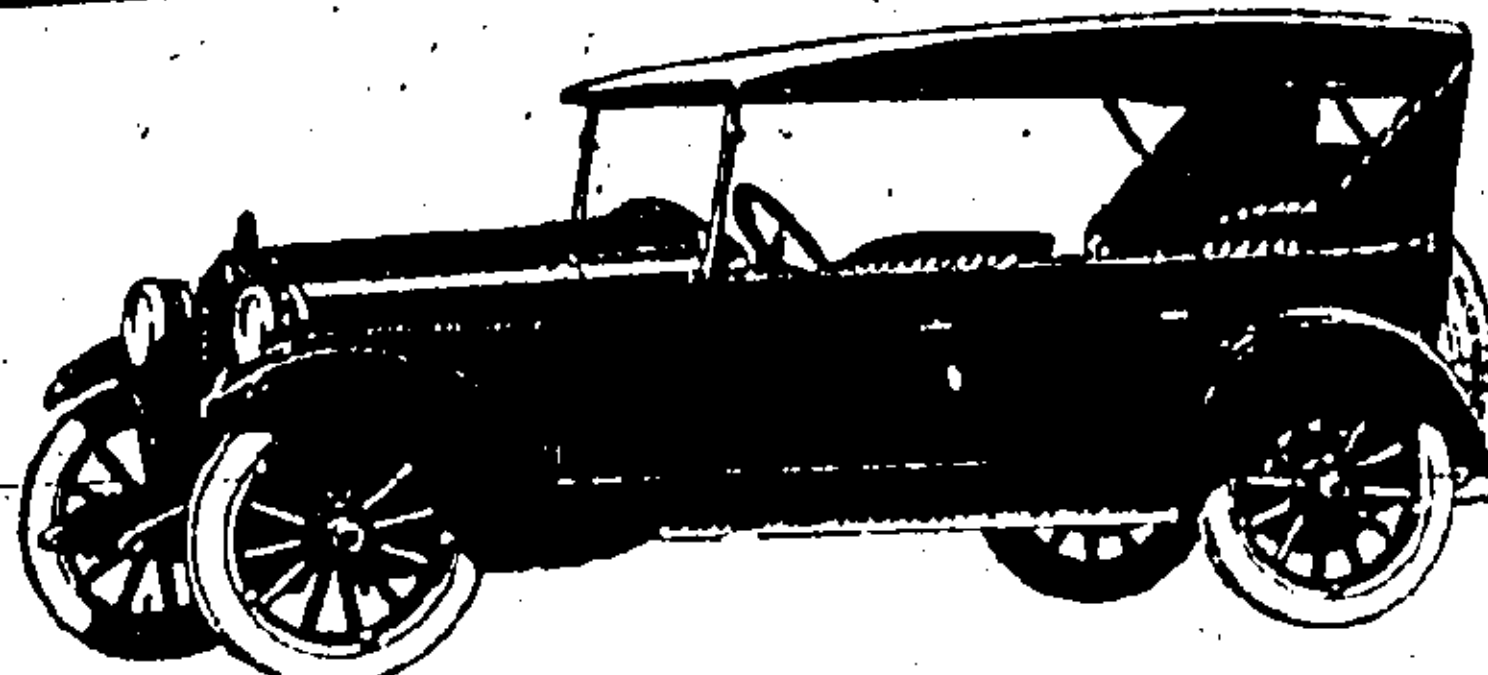
Not for new cars, but for the used cars turned in by the more fortunate ones higher up in the income scale, who in turn buy new cars.

So saturation is still far, far away.

A battery expert who was asked: "Can you sum up the care of the starting and lighting system in a word or two?" answered: "Watch the ammeter! It is the pulse of the electrical system. Other details of care, follow, of course, and must be attended to, but the ammeter is put on the dash to notify you of trouble before it gets serious. Attend to its warnings and your troubles will be reduced to the vanishing point."

The New ESSEX

5-passenger Essex Touring
complete with Disc Wheels,
Cowl Lamps, and Five Cord
Tyres,..... \$ 2,375



A Six-- Built by Hudson

Note How Experts Praise It

- "Hudson has produced a super Essex. It looks like the proverbial knockout."—*From Automobile Topics*
- "The New Essex is a revelation of performance, ease of riding and of smoothness."—*From Motor Age*
- "Steers easily, even on loose gravel at 50 miles per hour."—*From Motor World*
- "A wonderful value—a car of which Hudson engineers have a right to be proud."—*From Motor Life*
- "Possesses qualities I didn't believe could be incorporated in a closed car at the price."—*H. A. Tarantous, in Motor (U.S.A.)*

2500 New ESSEX Buyers Each Week Throughout The Country

THE DRAGON MOTOR CAR Co., Ltd.



Latest Models on View at our Show Room
and Service Station. Come and see them.



Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

THE FAMOUS B.S.A.

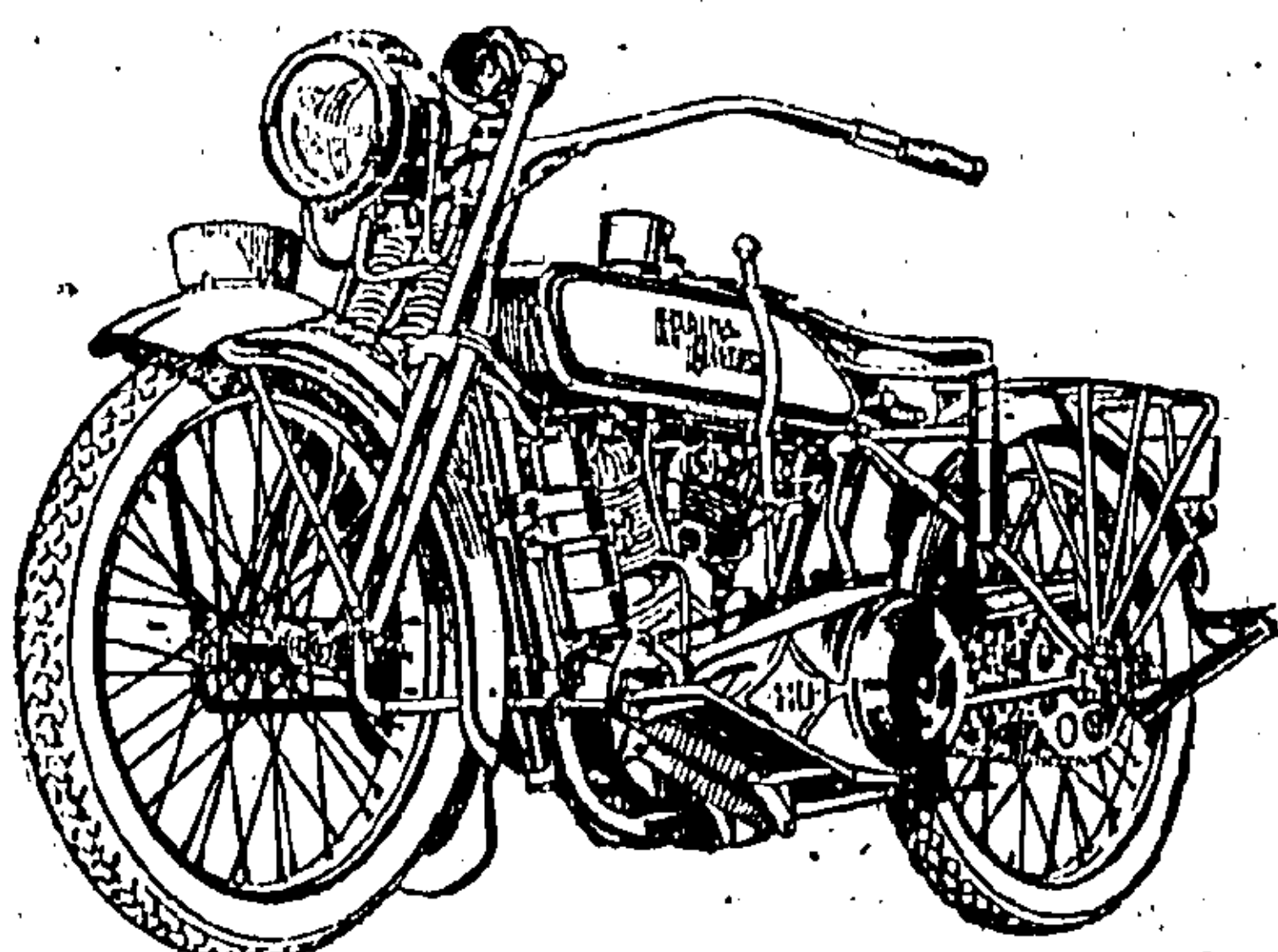
B.S.A. MOTOR CYCLES, generally admitted to be the finest value-for-money machines now on the market, have met with a greater demand than ever this season. The range has been extended, detail improvements have been incorporated on all models, and the B.S.A. reputation for service and reliability has been greatly enhanced by the results of reliability trials, and the experiences of thousands of private owners, during the past season in the British Isles, on the Continent, and in every part of the world where motor cycling is in vogue. We shall be pleased to show you models of these famous machines.

Prices from \$475.00
Take the lift to the 4th. floor.

SINCERE'S

Sole Agents for the famous B.S.A. Cycles.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.
Sole Agents, Tel. C.781.

much more intelligent type, than the men used for the same work on the tramways. This is an experiment on the company's part whereby they hope to get men able to converse intelligently with their passengers on such subjects as fares and routes, and who will, in addition, prove courteous. Because the company's officers believe that a tired employee is seldom a courteous employee, they are working their men in shifts of from four to five hours only. The drivers will be Russians, and these men are also being trained carefully in their work. They are proving apt pupils and can be trusted confidently on the roads.

The machines the company are using are Tilling-Stevens 28-seater omnibuses. These are the famous buses used by the London General Omnibus Company; they are also used in many other large towns in England and extensively in Australia, Canada and India. The type of bus the company are using is ideal for Shanghai roads. The engines of the Tilling-Stevens are what is known as "petrol-electric." The petrol engine is, mechanically, absolutely isolated from the differential gear, doing away with gear-box and clutch. This means that no road shocks can possibly be transmitted direct to the engine and those unpleasant jerks and screechings which follow the faulty slipping of gears, etc., are thus done away with. The principle of the petrol-electric engine is very simple. The fly wheel of the petrol engine is connected up with a dynamo, which drives an electric motor, which, in turn, is connected up with the back wheels. Simplicity is the keynote of the control. All speeds are achieved by the resistance lever on the steering column, and consequently the driver can concentrate entirely on his steering. The value of this in Shanghai is very easily realized. The bodies of the cars are built of ash and oak, with polished mahogany inside. The colour design will be rather unusual, being rich blue lined with red. The company's monogram will be in silver framed with red, whilst the Chinese characters will also be in silver. The wheels, also, will be painted to blend with the rest of the car. Inside, the roofs will be painted white, giving a bright and cheery effect to the whole. The windows will be of the frameless variety, sliding up and down as in a London taxi, the only difference between the two being that London taxi windows never do.

SHANGHAI MOTOR-BUSES. SERVICE DUE TO START IN AUGUST.

Shanghai is to be served by a fleet of motor omnibuses at last. The China General Omnibus Company intends to put out the first part of its fleet before the end of August, and as the months go on and they gain experience from the working of the first batch of buses, other routes will be decided on, and by November it is hoped to have a fleet of 40, at least six of which will be double-deckers, on the roads. The Company will commence operations on what is known as Route IX, that is, from the Bund to Avenue Haig, with six buses, and a six minute service which will be either accelerated or slowed down as the circumstances seem to require; but always the convenience of the public will be studied.

UNUSUAL FEATURES. There are many unusual features in the way in which the company intends to work, from a Shanghai point of view, not the least of which is their main slogan, "For every passenger a seat." The buses are large and roomy, and absolutely no standing will be allowed. If it is found that at first people have to miss buses as a result, then more machines will be put into service until there is room for all. Another excellent feature, particularly in Shanghai with its money difficulties, is that no coppers will be given or accepted. If a passenger tenders a 20 cent piece for say, a 15 cent fare, he will receive in exchange a metal token worth five cents. This he can use to pay his fare on other time, or, if he wishes, he can exchange it for cash at the company's offices in Arncliffe Buildings.

A North-China Daily News representative spent a fascinating afternoon being conducted over the temporary works at Yangtze-poo. Before going down to the works, however, the reporter was taken into a classroom where a number of Chinese were being trained as conductors. These men have been especially chosen for the work, and they are of a

SPARK TROUBLE TEST. OTHER UNITS OF AUTOMOBILE OFTEN BLAMED FOR DIFFICULTIES.

Sometimes the spark adjustment is a little off and the driver does not know it. He may be blaming some other units of the car for what is happening. A brief but effective test of the spark is then advisable. To do this, disconnect the high tension cable from the coil. Then with a screwdriver touch the nearest metal part and hold it so that the upper metal part of the screwdriver is about one-eighth of an inch from the high tension terminal of the coil. Turn on the ignition switch and fully advance the spark control lever on the steering post. When the petcocks are opened (to relieve compression) and the engine cranked over by hand slowly a spark will jump from the coil handle to the screwdriver. At the moment of the spark the fly-wheel should be in a position for advanced spark. This is usually marked on the fly-wheel and will be seen just preceding the marks for upper dead centre. If the arrival of the spark does not match with the mark on the fly-wheel the spark is either too late or too early, as the case may be.

R. A. C. NOTES.

BY AN R. A. C. CORRESPONDENT.

One of the most important and interesting events organised by the R. A. C. since the war has been the Six Days Small Car Trials recently held in Great Britain. The selected routes presented enormous difficulties. The gradients of the hills were very severe and the road surfaces in many places were abominable. The cars were required to pass through deep water splashes and, in fact, to show themselves capable of meeting the worst possible conditions extant anywhere where roads of any kind exist. The report of the judges serves to show what immense improvements have been effected in the design and production of small cars since the war. These vehicles are of an essentially British type and have the advantage of being not only low priced but extremely economical in use. Thus, most of the competitors, despite the bad conditions, ran between thirty and thirty-five miles to the gallon. The Gwynne, which secured the principal award and also a gold medal in its class, did no less than 46.2 miles per gallon and showed itself capable of a speed of over fifty miles an hour on the track.

The cars were divided into classes on a price basis. In the class with an upper price limit of £170, the Trojan was successful. In the next class, with a limit of £205, and also in the class above with a limit of £240, Rhodé cars secured the gold medals. The representatives of this make put up an admirable performance and one of them shared with the Trojan the honour of securing "The Autocar" cup specially awarded in respect of low priced vehicles. The Gwynne came into the class limited to £275, while the A.C. secured the gold medal in the class limited to £350, distinguishing itself particularly in the hill climbs and the speed test. In the highest price class the award went to the Palladium. A special gold medal was awarded to the Lea-Francis for its good hill climbing, consistent running and excellent condition after the trial. The Lea-Francis is, by the way, one of some twenty-five British vehicles on the B.L.I.C. stationary armature magnets which, introduced only about two years ago, is becoming extremely popular.

CAUSES OF BREAKDOWN. The importance of a reliable ignition system is emphasised by statistics recently issued by the R.A.C. as a result of the thousands of cases dealt with under the Club's "get-you-home" scheme, which provides for assisting motorists on the road in the event of breakdowns. About 44 per cent. of the total breakdowns are found to be attributable to troubles connected with the engine and its fittings and of these troubles ignition figures at 18.4, whereas, for example, carburation was only responsible for 2.4, of the breakdowns, and valves for about one per cent.

Transmission and brakes accounted in all for 39.7, the commonest source of trouble being the back axle shafts. The balance is made up of front axle and steering breakdowns, road wheels and suspension, both these accounting for about 7.2; a few cases of lighting failures and about 10.2 of breakdowns due to accidents.

R.A.C. CERTIFICATES.

During this spring four R.A.C. certificates have been issued in connection with trials of the four-cylinder A.C. car of Empire model and all-weather type. All four were run to demonstrate the ability of the car to start and travel, using only top gear, over average British roads. In the aggregate about 580 miles were covered at about twenty miles an hour. Four different routes were employed, at least one being a standard test route frequently used in Club trials. The top gear alone was used not only for running, but also for starting. In three of the trials the petrol consumption was measured. On the run from London to Norwich and back this was 38.07 miles per gallon, while on the Coventry Road between London and Dunchurch the rate was 37.79 miles per gallon.

One should always make it a habit to inspect the tyres every day just before putting up the car for the night. A tyre that is punctured or has a slow leak so that it can become under-inflated during the night only means time lost the next day in making a repair or in adding air.

Armstrong Siddeley.

— "FOUR 14." —

THE ALL BRITISH TOURING CAR.

FIRST COST—VERY MODERATE

RUNNING EXPENSES—Exceedingly low

PETROL CONSUMPTION—26-28 miles per Gallon.

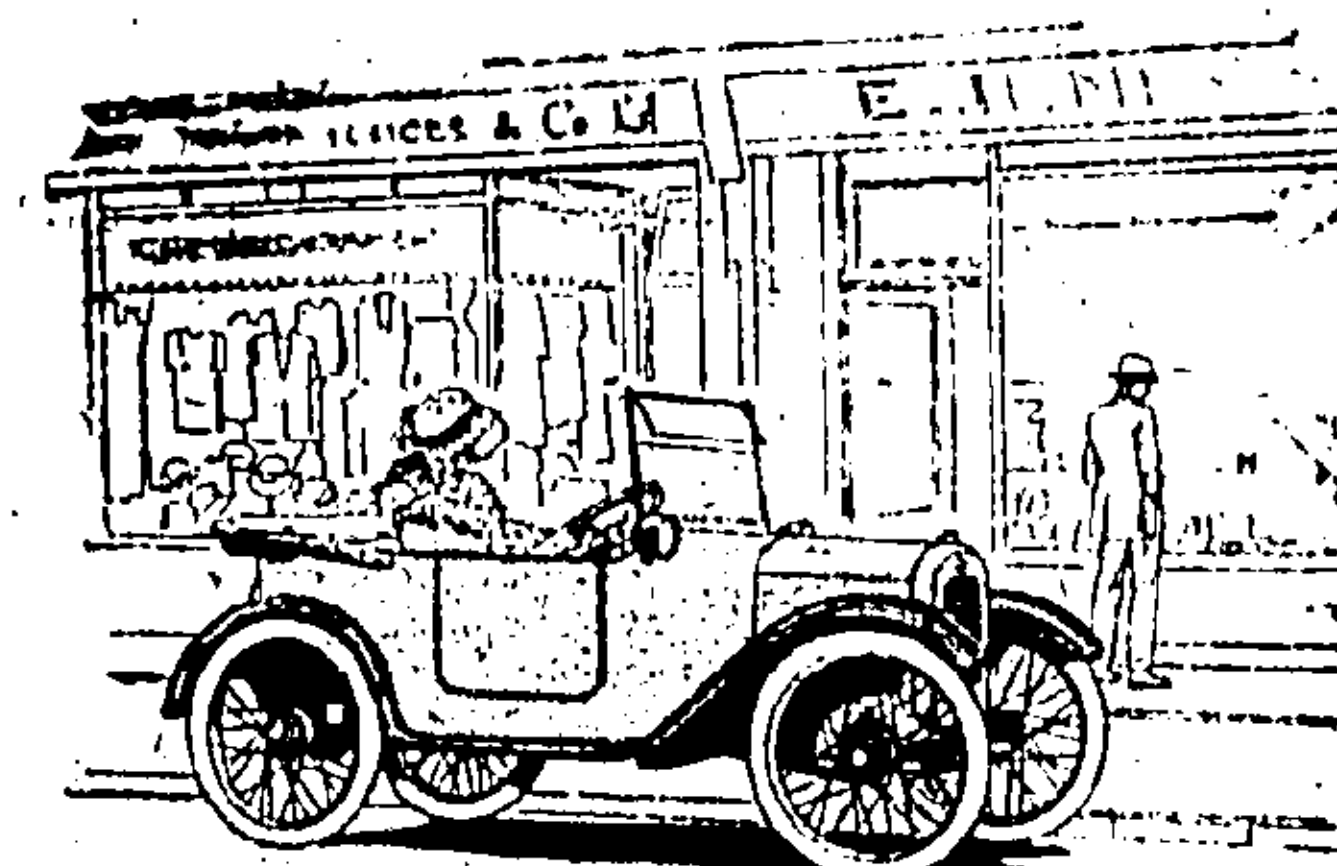
YOU CANNOT BUY A BETTER CAR.

NEW MODEL ARRIVED.

Demonstration Invited.

TEL. C. 32 HONGKONG HOTEL GARAGE TEL. C. 32

THE HONGKONG & SHANGHAI HOTELS, LTD.



THE AUSTIN SEVEN

Two seater with dickey seat. Electric Starting. Electric Lighting. Electric Horn. Dimmer Switch. Spare wheel with tyre. Side Screens, tool roll and accessories.

FOUR WHEEL BRAKES.

Price Ready For The Road - - £188. 0. 0.
(Sports Model - - £210. 0. 0. extra)

Delivery Guaranteed in 6/8 weeks.
Catalogues and full information on application to
Sole Agents for Hongkong & S. China,

ALEX. ROSS & Co. (China) Ltd.
Bank of China Buildings, Hongkong.
Telephone, Central 27 or 2467.

EVERY MOTORCYCLIST KNOWS, AS WELL AS EVERY MOTORIST.

DUNLOP



- There are two distinct kinds of tyres, (a) CORD tyres, and (b) FABRIC tyres.
- FABRIC tyres are made of directly cheaper and inferior material than are CORD tyres.
- There is no comparison between the two materials, either in cost of production, or in durability.

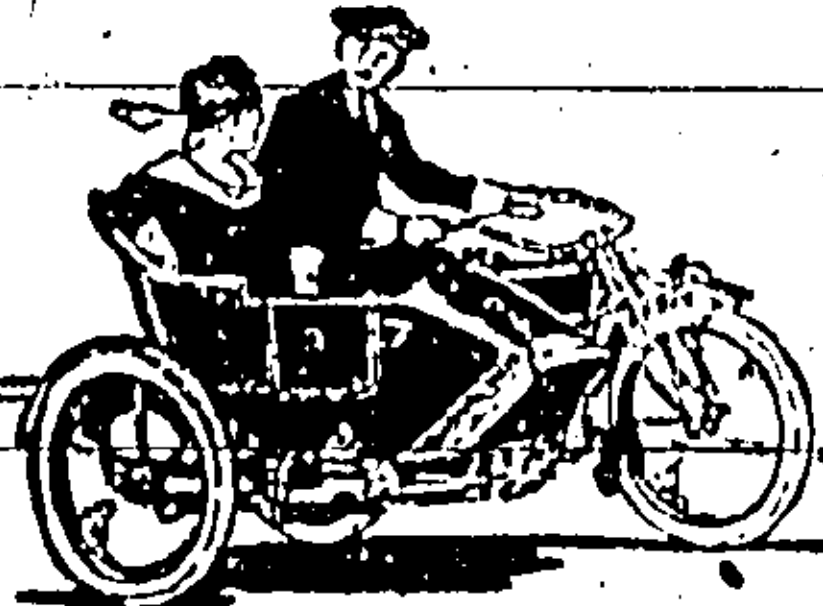
1924 T. T. RESULTS—A SWEEPING TRIUMPH FOR
DUNLOP CORDS
READ THE RESULTS AND NOTE THE PLACINGS NOW ON DUNLOP CORDS.

Stocks carried.	Compare these prices
26 x 2 1/4 Motorcycle Cord	\$12.50
26 x 2 1/4	13.50
26 x 2 1/4 (2 1/2 rim)	13.90
26 x 3	16.10
28 x 3	18.90

Obtainable from the Dunlop Co's own Branch, also from Stocks carried by the Taxi Co., and by J. Gibbs & Co. Alexandra Bldg. (phone C.704—Sundays & Holidays C.433).

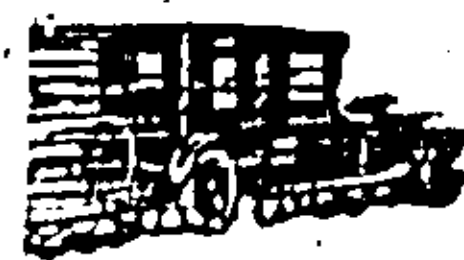
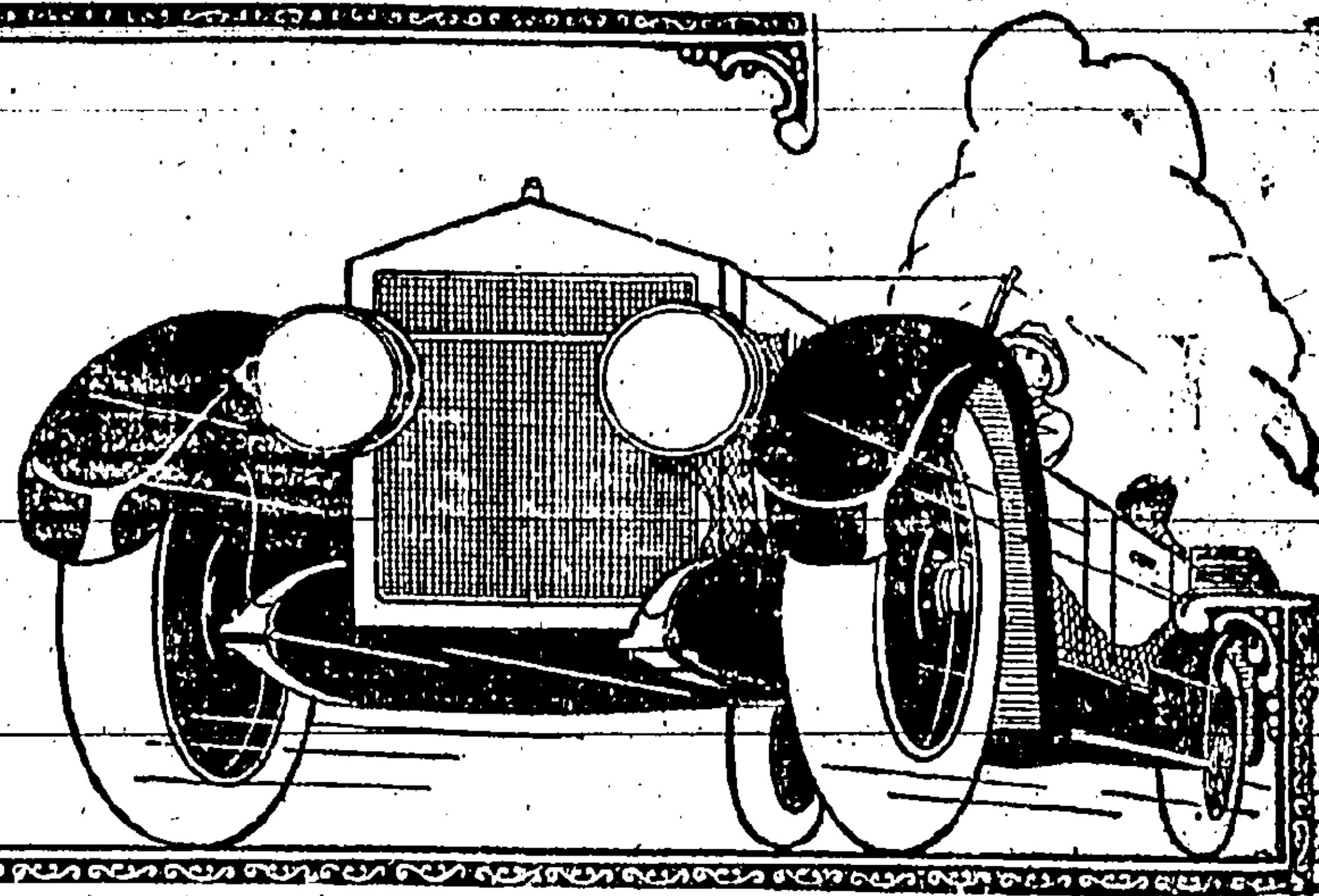
Supplied at MANUFACTURER'S prices.
DUNLOP RUBBER Co. (China) LTD.
8, Gloucester Buildings, Hongkong.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, the 9th. August, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The writer of these notes, in making a circuit of the New Territories on Sunday last, noted with much satisfaction that the Government is steadily maintaining the excellence of the road from Lai-chi-kok to Castle Peak. On Lai-chi-kok hill, where the recent heavy rains caused several small wash-outs owing to the side channels becoming overfull, workmen are now busy making better side channels and generally improving the condition of the road. Beyond Castle Peak and all the way to Shatin, via Fanling and Tai-po, the road is in almost perfect condition—saving just one or two patches. But one cannot speak very highly of the stretch of road from Shatin to the reservoir. Either trucks or heavy motor lorries have cut this road up very badly, the surface is loose, muddy and full of deep ruts and, in view of the many dangerous hairpin bends, it is not particularly safe or pleasant to drive a car along it. When the rest of the 60 mile circuit is so good, it is a pity that this stretch should be in the condition it is.

In connection with the above, we understand that the Hongkong Automobile Association has taken the matter up with the authorities and that work has just been received that the work of repair is now in hand.

Whilst on the subject of roads, we are pleased to report that the work of extending the repairs on the Pokfulam Road, which was stopped for a while, has again been commenced. The stretch of road from the Chinese Christian Cemetery to the University is now being attended to—and attention is certainly very necessary.

The Shekko Country Club is being officially opened to-day. His Excellency the Governor having promised to be present. It is to be regretted that the condition of the road out to Shekko is not better. For the first two miles after leaving the road round the Island it is in a particularly bad state, big holes and ruts making travel anything but pleasant. One realizes that until the drier season comes round it is not possible to carry out big repair work, but it is to be hoped that some temporary repairs will be effected in the worst spots. As things are now, one just bumps and bounces along in a truly disconcerting manner.

Motor cyclists will be pleased to learn that members of the Motor Cycle Sub-Committee of the local Automobile Association are now busily engaged in arranging details of a reliability trial to be held sometime next month. It is not possible yet to indicate more than the above, but a very interesting event is promised. Had it not been for the heavy rains this summer a contest would have been held much earlier in the season, but the Committee has wisely held that road and weather conditions are all important in events of this kind. Details of the trial will be announced in this Supplement as soon as available.

All members of the Automobile Association who have not yet received the new handbook should make application to the Hon. Secretary, Mr. P. M. Hodgson, Union Building. It is believed that all members have now been furnished with a copy, but this announcement is made in case any member has been inadvertently overlooked.

There can be no question that Hongkong is well catered for so far as motor car buying facilities are concerned. The widely-varied makes imported by the various firms makes motor car buying here simply a matter of choice and purse. In the matter of petrol and oil supplies, a motor car owner has also no cause to complain regarding the buying facilities—they exist almost everywhere in the Colony. But one does often hear complaint at the relative paucity of repair and adjustment services. Whether our garage proprietors think that complaint is justified or not, it still does remain a fact that car owners are often heard regretting that they cannot reasonably and quickly get their running repairs seen to. There are one or two excellent service stations, such as those maintained by the Dragon Motor Car Company, and the Hongkong Hotel Garage, but these are both situated a little out of town, whilst the Kowloon side there is at the moment practically no provision for adequate service. It may be that there is not very much profit to be made out of a repair shop, or it may be that qualified fitters and mechanics are difficult to obtain, but it has to be borne in mind that motoring in this Colony will become popular only to the extent it is made possible by adequate, timely and efficient service of all kinds. To be able to buy a motor car (or motor cycle) and petrol easily is not enough. Motorists must be able to have their little repairs and adjustments effected just as easily and quickly. That there is room for improvement in this direction is a very wide-spread belief.

Quite a deal of local comment has been made on the fact that Router did not deem the T.T. races in the Isle of Man worth cabling about. These races are easily the premier motor cycle event of the year and motor cyclists the wide world over await with considerable interest news of the result. We therefore make no apology for including in these local notes a summary of the results which have just come to hand by mail.

Junior Race (350 c.c. engine capacity).—Won by K. Twomlow, New Imperial. Distance 226 miles, time 4 h. 4 m. 21 s. Average speed, 55.82 miles per hour. There were 58 starters. S. Ollerhead, riding a Dot-Jap, was second, averaging 54.9 miles per hour, whilst I.R.E. Scott, riding an A.J.S., was third, averaging 54.55 m.p.h.

Ultra-Lightweight (175 c.c. engine capacity).—Won by J. A. Porter, riding a New Gerrard. Distance 113 miles, time 2 h. 12 m. 40 s. Average speed 51.2 m.p.h. There were 17 starters. F. G. Morgan, riding a Cotton, was second, averaging 49.51 miles per hour, whilst C. Stead, also riding a Cotton, was third, averaging 49.34 m.p.h.

Sidcar Race (600 c.c. engine capacity).—Won by G. Tucker, riding a Norton. Distance 151 miles, time 2 h. 56 m. 34 s. Average speed 51.31 m.p.h. There were nine starters. H. Reed, riding a Dot-Jap, was second, averaging 43.8 miles per hour, whilst A. Tinkler, riding a Matador-Bradshaw, was third, averaging 42.49 m.p.h.

SPEEDING UP MOTOR SHOWS.

SCOTLAND FOLLOWS
ENGLAND'S POLICY.

Mr. H. Massao Buist, writes to the London Observer:—

It is a happy chance that, all unwitting of the coming into office of a Socialist Government with intent to remove the McKenna Duties to the end that more British workers might go on the dole and that folk might have passenger cars at unprecedentedly low prices, the Society of Motor Manufacturers and Traders, which is not allowed to devote any of its funds to protect British industry in this connection, had nevertheless decided to advance the date of its series of car shows in London from the first week in November to mid-October, thereby, at least tempting the buying public a fortnight earlier with the new season's models. This step, in conjunction with the decision not to hold a utility vehicle show this year, enabled the date of the motor cycle show in London to be advanced beyond that formerly used, though not to as early a date as was tried last year to the dissatisfaction of certain members of the motor bicycle industry, though, why it is not easy to discern. Be that as may be, with characteristic enterprise Scotland has now seized the opportunity to speed up trade in the North. Hitherto exhibitors in Edinburgh, or Glasgow, as the case was, have had to wait a considerable interval until after the Paris and London car shows before they could get chassis to exhibit. As some of the Paris shows have been held as late as December it was impossible to get the vehicles over in time to display in an international exhibition North of the Tweed until January. But both the London and Paris car shows will be held in October next, therefore the opportunity offers now for Scotland to advance the date of its motor exhibition, which it has done by two full months, to November 21 to 29, inclusive, in Kelvin Hall, Kelvin Grove, Glasgow, where, therefore, two exhibitions will have been held in the last twelve months, for one was staged there last January. There will be no January exhibition next year, however, the forthcoming show in November taking its place and thereby assisting to promote trade by placing before visitors the 1925 models ahead of the turn of the year, with a result that buyers should take deliveries of cars either in the first week in December or on the 1st of January, thereby assisting to reduce what is called the dull period in the car selling season. In this connection it must be had in mind, incidentally, that the coming into general use of the covered car will assist trade during the winter months because, in a sense, motorists are rendered indifferent to the weather.

Lightweight Race (250 c.c. engine capacity).—Won by E. C. Twomlow, riding a New Imperial. Distance 226 miles, time 4 h. 5 m. 3 s. Average speed 55.44 m.p.h. There were 21 starters. H. F. Brookbank, riding a Cotton, was second, averaging 52.85 m.p.h., whilst J. Cooke, riding a Dot-Jap, was third, averaging 52.54 m.p.h.

MORE ABOUT WEMBLEY.

A MAGNIFICENT ARRAY.

The all-British collection accessories, comprising the Motor Section in the Palace of Engineering at the British Empire Exhibition undoubtedly appeals to everyone. The motor-car is a *sine qua non* to-day, particularly to show to overseas buyers what the British manufacturer has to offer to meet Dominion and Colonial requirements, and no visitor should fail to take advantage of the opportunity of really seeing for himself what the British manufacturer is doing.

The motor section is not a reproduction of the Olympia Show. While the Olympia Show is international in character, the exhibit at Wembley is wholly British. Stands have not been allotted to manufacturers. The exhibit has been arranged by the Society of Motor Manufacturers and Traders, and on all of the stands are to be found cars of different makes, cars of one class being as much as possible grouped together. There are no salesmen. Although the absence of salesmen may be a disadvantage from the manufacturers' point of view, their absence is undoubtedly appreciated by the public. The attendants, while prepared to assist in the inspection of the models under their care and supply any desired information, will not embarrass visitors by asking them to place an order.

The exhibit, which is separated from the rest of the display in the Palace of Engineering, is to be found at the east end of the building. The magnitude of the building and of its other contents may seem to dwarf the motor section, but a careful inspection of what is on view will reveal the importance of the motor industry and allied trades in Great Britain and indicate the remarkable recovery made by the industry during the past few years.

At the entrance to the section a magnificent array of pedal bicycles is staged for inspection by the visitor. The British built pedal bicycle is essentially a high-grade machine. Superiority of finish is characteristic of every model, and it is undoubtedly quality that enables the British manufacturer to hold his position in the world's markets.

Alongside the pedal bicycle a most comprehensive range of motor-cycles and side-car combinations is to be found. This part of the exhibit, which has been arranged in conjunction with the Cycle and Motor Cycle Manufacturers and Traders' Union, is one of which the manufacturers as a whole can justly be proud. In no other country in the world is such a wide range of machines to be found. It is not surprising that the British motor-cycle has captured the world's markets. The number of motor-cycles exported during the present year is expected to exceed all previous figures. The previous record years were 1914 and 1920, during both of which years the number of motor-cycles exported exceeded 2,000.

On the stands devoted to motor-cars is to be found the largest collection of British vehicles ever assembled. Large as the area lacks of space prevented every model of every make of British car being shown. Manufacturers are, however, to be permitted at regular intervals to change their exhibits, so that during the period of the show it is hoped that the complete range of British cars will have been on view. It will be interesting to record at the

termination of the Exhibition how many different models have been on the stand.

At present forty-seven manufacturers are represented, most of them showing more than one model. The range of cars which extends from the two-cylinder air-cooled light car to the magnificent six-cylinder limousine, clearly shows that the British manufacturer caters for every possible demand. The remarkable recovery of the motor industry during the past two years, a recovery which has been more rapid than that in any other industry in Great Britain is very largely due to the enormous variety of the motor car-manufactured. Much gratuitous advice is often given to the British manufacturer regarding the type of car he should build, but it is quite evident that he knows his own business best. A more rapid development and extension of the motor industry in Great Britain than has taken place in the past two years would hardly have been possible, even if it had been desirable.

The most outstanding and significant feature of the exhibit is the large number of 4-5 seater touring cars to be seen. In every case these cars are fitted with every complete all-weather equipment, a feature which is characteristic only of British cars, and a feature which has but to be seen to be admired. It is in this class that the most severe competition is met in overseas markets, and it would appear that a determined effort is being made to gain for the British touring car the place it should rightly hold. The export of British-built cars is undoubtedly on the increase, and the British Empire Exhibition will assist in augmenting the rate to the ultimate benefit, not only of the manufacturers, but of the users as well.

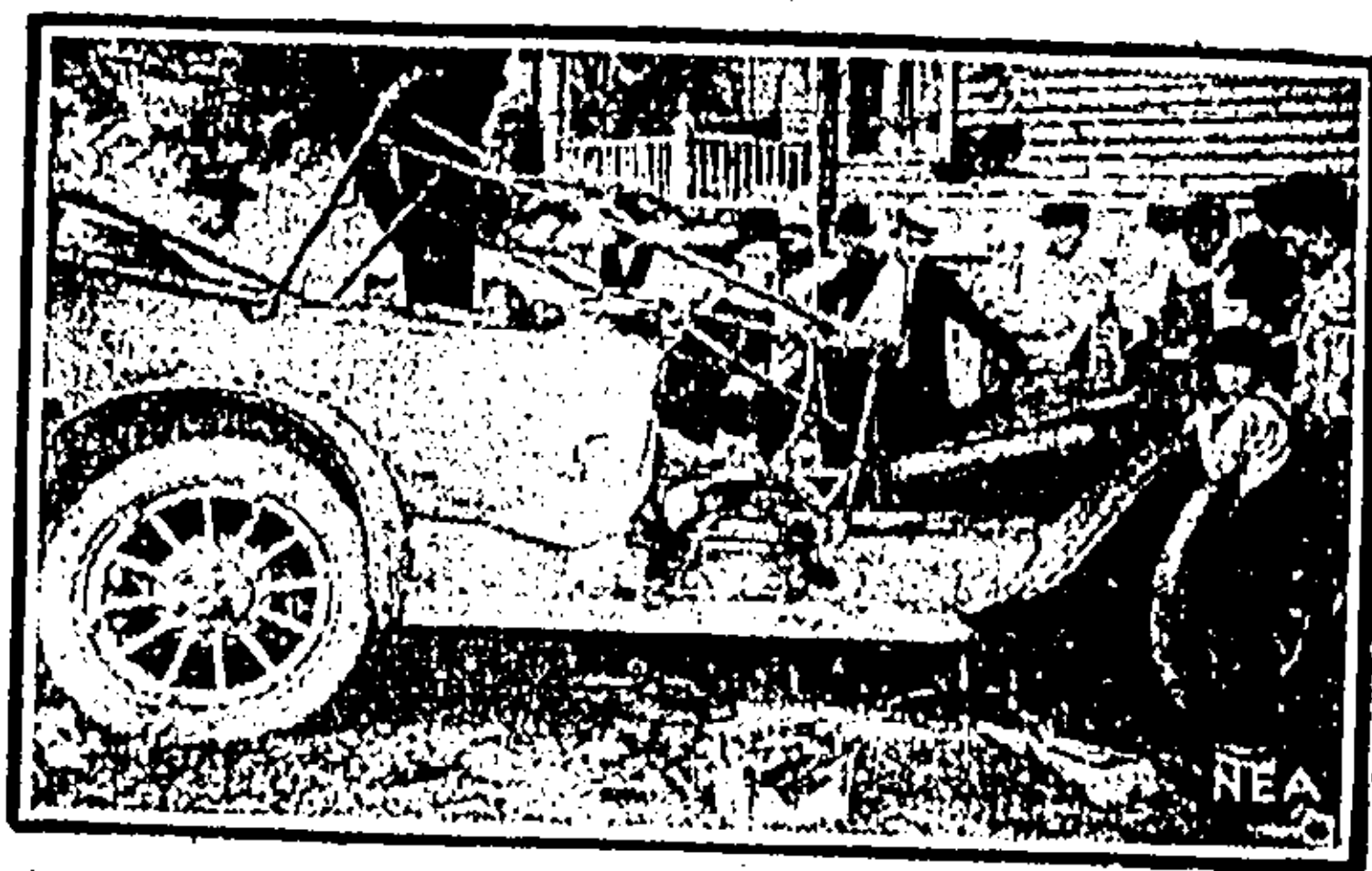
It cannot be too strongly emphasized that British motor manufacturers are marketing types of vehicles most suitable for use in overseas markets. Several of the cars exhibited are described as "colonial" models, showing that the British manufacturer has specially considered the requirements of the Empire user, although these models differ only where necessary from the standard production. It should also be realized that the prices quoted in overseas markets are in many cases out of the ordinary in order to attract the local purchaser and meet the competition experienced from foreign cars, and in comparing the prices of British cars with those of foreign make the completeness of the specification should be remembered.

Industrial and commercial vehicles complete an exhibit which must prove of value to all those interested in the development of road transport. Alongside motor lorries and steam wagons are to be found fire engines and municipal vehicles, and last though not of least importance, are two agricultural tractors.

Enquiries received during the opening days of the Exhibition would seem to indicate that a filip will be given to the export of British motor cars. It is increasingly evident that British productions are now definitely preferred to foreign makes and in this predilection sentiment plays but an insignificant part.

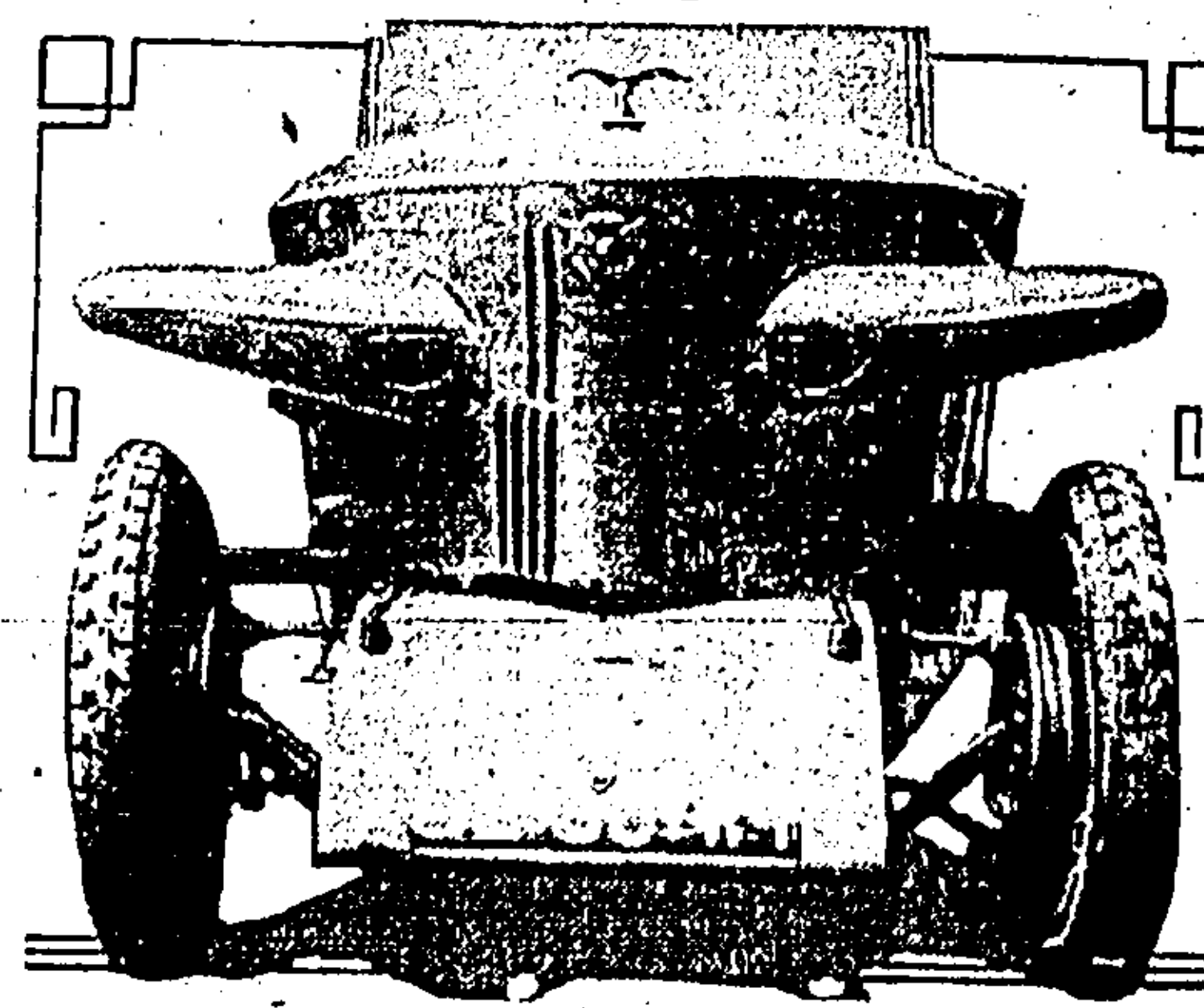
A little grease applied to the rims holding the headlights in place will prevent rust and save any consequent breakage of lenses when it is necessary to replace the light bulb. A thin film of grease applied to the electric terminals also means a saving.

THE WORK OF BOMBERS.



Mr. Hubert Hawkins, "dry" crusader of Harrisburg, Ill., is lucky his alarm clock failed him. He had planned to go on a raid with deputy sheriffs at 3:45 a.m. But the alarm didn't ring. At 3:55 his automobile was dynamited, but Hawkins still was peacefully sleeping. The explosion, however, did awaken him.

TO REDUCE RESISTANCE.



This looks like a queer armoured car, but it's only the latest design of a Frenchman of a passenger automobile built for economy's sake. It cuts down wind resistance to a minimum and this raised its efficiency considerably. The only openings in front are for the headlights.



"Do you believe in signs?"
"Sure—see my snappy new top!"

SOME Top!!! Yes and it's going to last—built with skill, tailored with taste, and covered with guaranteed



PONTOP

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Telephone C 3950.
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LET'S TALK TOP

A PAGE FOR THE KIDDIES.

SALESMAN - SAM

Sam Gets the Dope on Himself

BY SWAN



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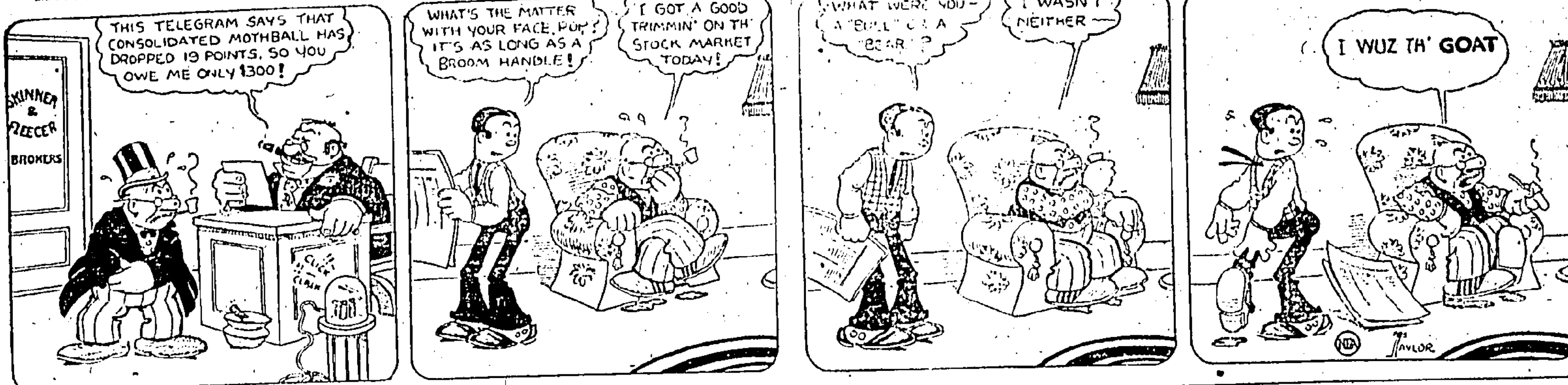
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MOM'N POP

Pop Is Hooked

By Taylor



FUNNY STORIES.

FIFTY-FIFTY.

The landlord suddenly felt in a generous mood and stopped his tenant's with a smile. "Look here, Brown," said he, "I'll most you half-way—I'll forget half of what you owe me!"

"Right!" exclaimed the tenant warmly—"and I'll forget the other half!"

POWER OF WILL.
"Yes, George finally won my consent by the power of will." "His rich uncle's will I presume?"

TEACHING SWIMMING.
"How long should it take a man to teach me how to swim?" "Oh, I should say about as long as it takes to teach one's sister."

A MATTER OF CONTRAST.
Mrs. Nurich: We should sympathize with the common people—they're so necessary.

Mrs. Aristah Kratt: Necessary to what?

Mrs. Nurich: How could one know one was so well off without them, my dear?

COULDN'T MANAGE MORE.
The landlady approached her boarder in a rather hesitating manner.

"Well, what is it?" he asked, as he tackled his chop.

"Why—or I shall have to raise your board to \$75 a month, Mr. Harty."

"Oh, don't!" protested the boarder. "It's as much as I can do now to eat \$50 worth!"

NEATLY TURNED.
The young subaltern had but newly joined the regiment, and as this was his first experience of military life he naturally felt rather awkward, and afraid of doing the wrong thing. This was particularly the case in the mess, where he was almost afraid to move for fear of acting contrary to etiquette.

At last the major, rough, but kindly at heart, took pity on him, and slapping him on the back, said jovially:

"I suppose it's the old, old story—what? The fool of the family sent into the Army?"

"Oh, no, sir," replied the young man; "things have quite altered since your day."

Whereupon the major decided to revise his ideas of cordiality.

TACTICS.
"Mamma," queried five-year-old Harry, "are you going to give me another piece of pie?"

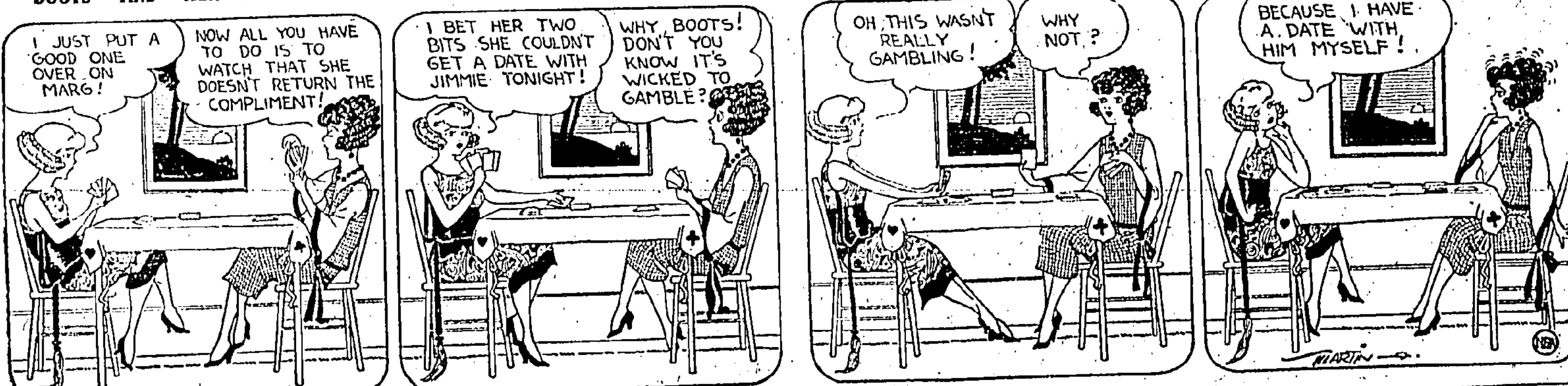
"Why do you ask, dear?" inquired his mother.

"Cause," he explained, "if you ain't, I'll eat this piece slow."

BOOTS AND HER BUDDIES

Right of Possession

By Martin



WASHINGTON TUBBS II

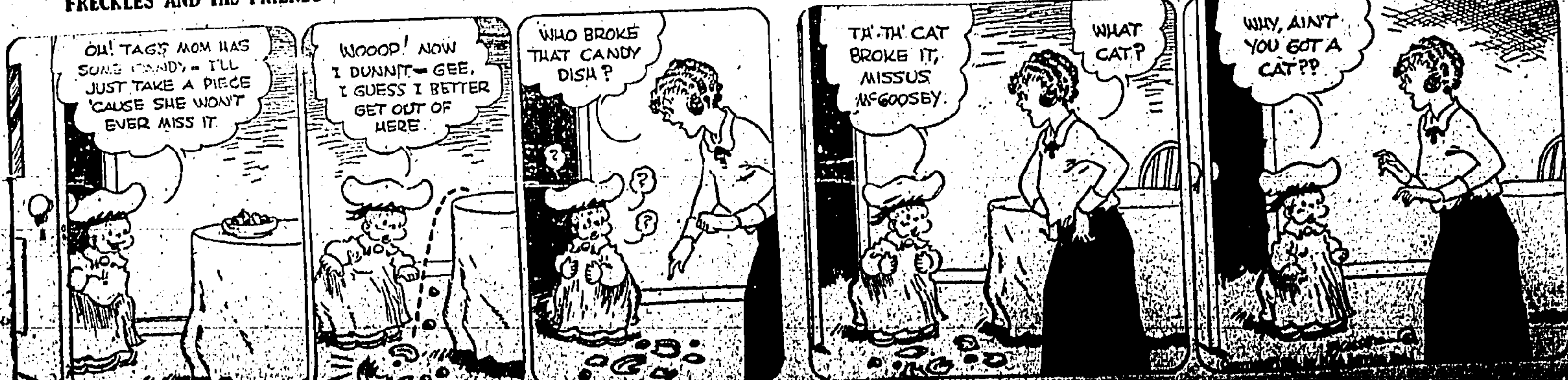
By Crane



FRECKLES AND HIS FRIENDS

Making a Goat Out of a Goat

BY BLOSSER



Watch Your Baby Grow

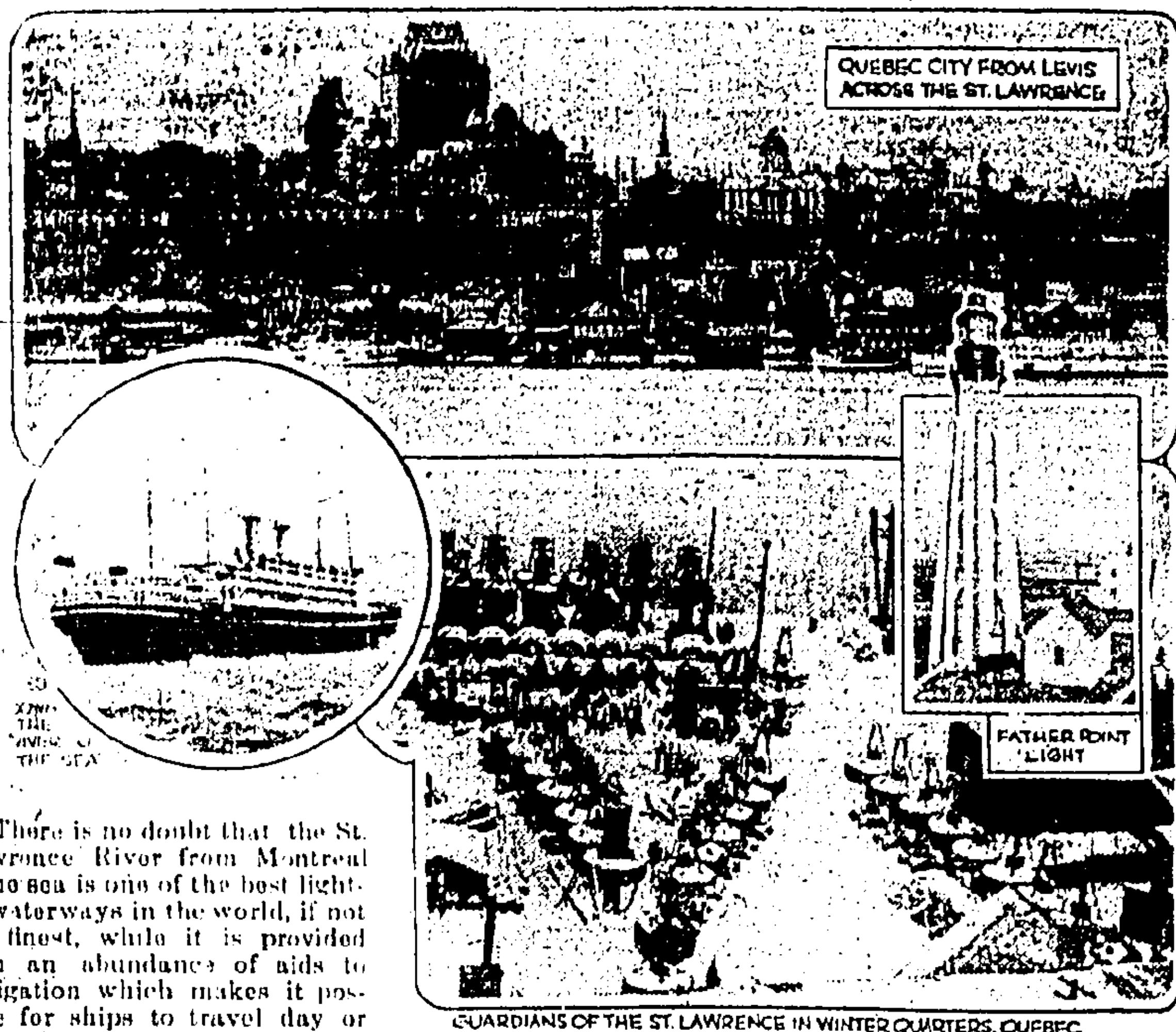
on **LACTOGEN**

Made in England

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 9th. AUGUST, 1924.

ON THE ST. LAWRENCE RIVER. Some Advantages of this Safe Route.



"There is no doubt that the St. Lawrence River from Montreal to the sea is one of the best lighted waterways in the world, if not the finest, while it is provided with an abundance of aids to navigation which makes it possible for ships to travel day or night the whole distance with perfect safety," remarked a veteran sea captain recently, now retired. He had been comparing the state of river twenty years ago with to-day. Years ago all guide lights along the river were of the fixed type with nothing to distinguish them from the lights of an occasional farmhouse. To-day, each signal light has a distinctive character which is known to river navigators. Another modern aid to navigation is the excellent system of government wireless stations along the river. These are an invaluable protective asset in so many persons' desire to providing shore communication in case of emergencies.

Each year finds an increasing number of European-bound travellers using the St. Lawrence route. The chief reason for its popularity has been the fact that it permits two days of travel on the river, a smooth, interesting voyage and cut the open-sea period on the "Empress" ships to four days. New ships are constantly being added to the fleets that sail the St. Lawrence. The present season will witness an unprecedented number of sailings as the British Empire Exhibition and the various service.

steamship companies whose ships use Montreal and Quebec as ports, are putting into service every available vessel on their registers. The Canadian Pacific Steamships, Ltd., alone has 96 arrivals and departures of liners via the St. Lawrence, scheduled. This company's trans-Pacific liners have already brought a number of London-bound tourists from the Orient to Vancouver, whence they are transported by fast trains to Montreal and on to trans-Atlantic vessels, thus making the half-round-the-world trip entirely by Canadian Pacific.

SPORTS PARS.

Interesting World Items.

South African tennis people want Millo. Longlen to visit them.

Loads United, who will be in the First Division of the English League next season, have not spent more than £500 on transfer fees in a few weeks. This is the fourth season of the club's existence.

There is again talk of a fight between Dempsey and Wills, and the suggested date is September 6, at Jersey City.

George Parker, the Eccleshill and S. African fast bowler, is an amateur. Eccleshill, by the way, is wholly an amateur team.

Manchester City Football Club made a profit on their first season at their new ground, Maine-road, of £4,097.

J. A. Hickling, who won the quarter-mile championship of the N.C.U. (Barks, Oxon, and South Bucks Centre) at Reading recently can now claim to have won every championship supported by the centre.

Famous golfers owe much to their caddies. If proof were needed it is available, for Walter Hagen, the British open champion, has taken with him to France the caddy who went round with him during his last two visits to England.

H. Butt, the ex-Sussex wicket-keeper, boasts of a unique record. He is the only living person who took active part in both games in which South Africa were out for 30. He kept wicket for Lord Hawke's XI at Port Elizabeth, where first it happened in 1895, and stood umpire at Edgbaston on June 14. Butt is proud of this record.

Newcastle United's decision to build up a third team for next season is a wise plan, providing they can find fixtures for their juniors. Aston Villa have done this sort of thing for years—a quarter of a century. A now departed Villa director once said:—"Yes, it costs us something to run a third team, but it saves us a lot in transfers." That was in the days when £1,000 would have been stupendous as a transfer fee.

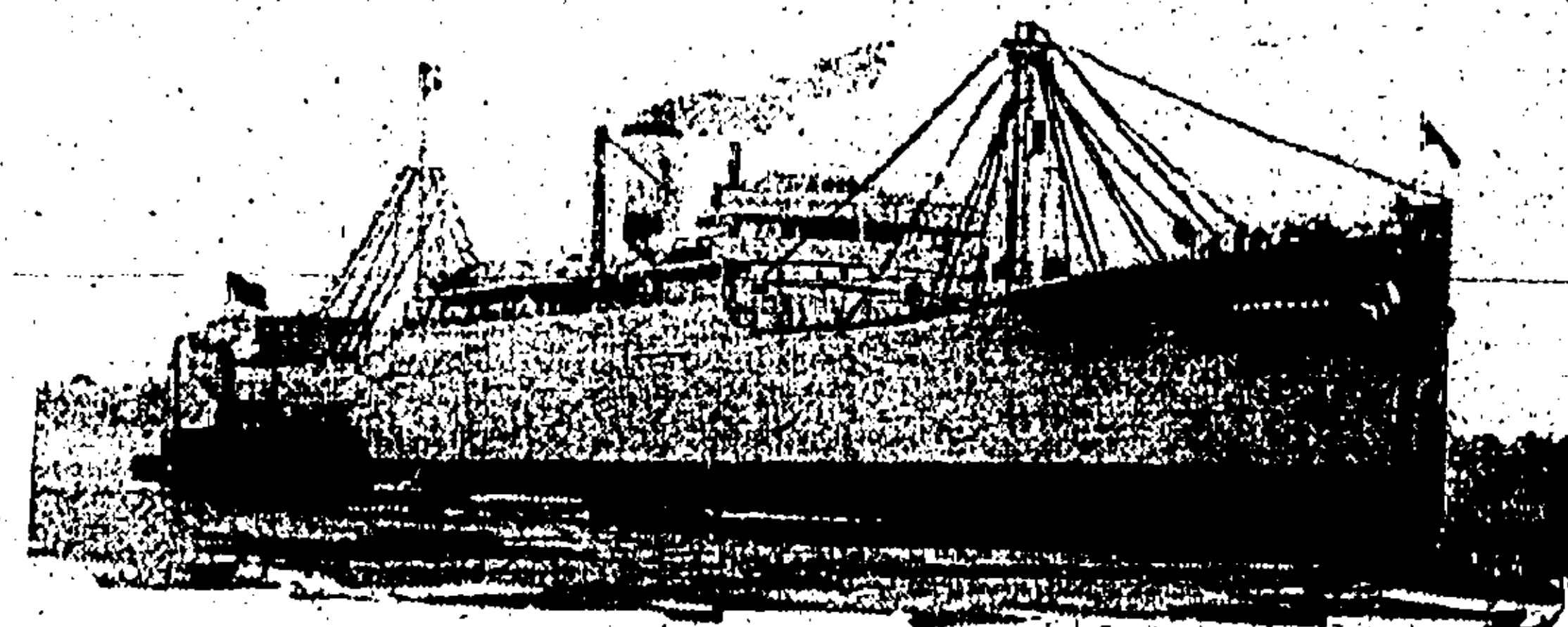
Is the Yorkshire cricket eleven of to-day as good as that which represented the county 20 years ago? Lord Hawke, the captain of the last generation, thinks they were the greatest county team that ever entered the field. This statement is made in the course of a most appreciative introduction to the "History of Yorkshire Cricket" which is the work of A. W. Pullin. "If I say that I do not think the present team is quite equal to mine," writes Lord Hawke, "it is only because I do not consider it has been opposed by quite such good cricketers as we had to play against." Mr. Pullin's history is splendidly done, and, since Yorkshire cricket is very largely English cricket, it should make a wide appeal even outside the County of Broadacres.

Does a lady pay the usual penalty of a bottle of whisky when she holes in one stroke on the golf links, or is she let off with a pot of tea? Mrs. E. Hope accomplished the feat at the third hole (150 yards) on the Bush Hill Park course recently.

For the first time, in the history of Test cricket, a batsman has scored 100 in the first two matches of a series in England. Gattrell made 120 at Birmingham in his first Test match in England, as did Grace. Murdoch, Graham, Reid, and Kelly, but none of the other batsmen.

THE AMERICAN MERCHANT MARINE.

Diesel Engines for Shipping Board Vessels.



THE FREIGHTER KAYSEKA SOON TO BE EQUIPPED WITH DIESEL ENGINES.

Washington, June 2nd.—Diesel-equipped ships, plying over regular routes, are going to help the United States Shipping Board win its fight for supremacy of the seas.

Twelve ships, lying idle now, but whose hulls are in perfect condition, are being fitted out with these engines, the last word in marine power.

The hulls selected are of three sizes—8,800 tons, like the Kayseka; 9,400 tons like the Betsy Bell; and 12,000 tons like William Penn, the last of which already has been so converted.

Within a few years this Diesel fleet is to be augmented to 60 ships, aggregating approximately 600,000 tons.

FUEL SAVERS. When completed they will be used for long cargo hauls—in the Australian, Oriental and round the world trade.

"Diesel engines are particularly suited for this type of work," says Mr. T. V. O'Connor, Shipping Board Chairman.

"They maintain an average service speed of about 11 knots an hour when fully loaded—not particularly fast, but all that is required."

Their principal advantage is in low fuel consumption, low operation cost and the fact that they can carry enough fuel to carry them around the world. They are practically independent of re-fueling stations—an important item in a long haul.

Another point in their favour is they are exceptionally dependable, running on their schedules like clockwork.

A Diesel engine operates on much the same principle as a gasoline motor, with the difference that it has no spark plug. Instead of gas, it uses a fuel oil which "explodes"—or, to speak technically, ignites and burns rapidly—under compression.

On its last voyage it made this trip of 27,533 miles with a fuel consumption of 1,312 tons—30 tons less than it started out with.

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IT IS IDEAL FOR
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OR FOR TAKING ON
HOME LEAVE.

THE MOTOR
IS OF THE BEST MANUFACTURE.

THE AMPLIFIER
IS TELESCOPIC AND THUS GIVES
THE MAXIMUM OF TONE.

THE SOUND BOX
IS BUILT ON THE LINES OF THE BEST
MAKES AND THERE IS AN
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THE "PETER PAN" ARE ONLY
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HAS THE APPEARANCE OF A SMALL
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AND IN THIS SMALL SPACE
AN ENGLISH INVENTOR
HAS PLACED A GRAMAPHONE,
ONE WHICH WILL PLAY ANY
RECORD UP TO 12" IN DIAMETER
AS WELL AS THE
LARGEST MACHINE MADE.

These Machines are now being Demonstrated in our Sports
Department. Your inspection is cordially invited.

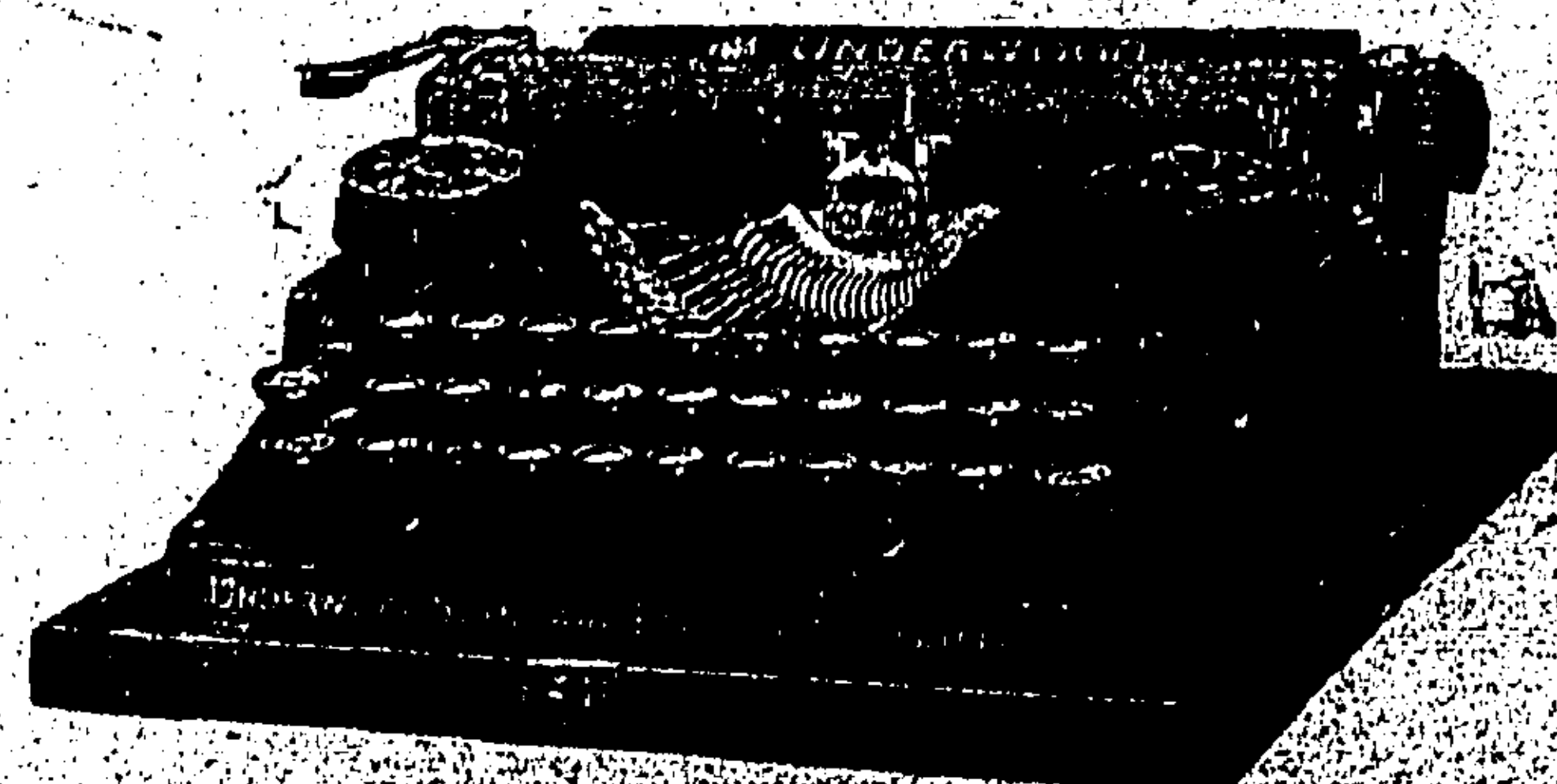
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UNDERWOOD

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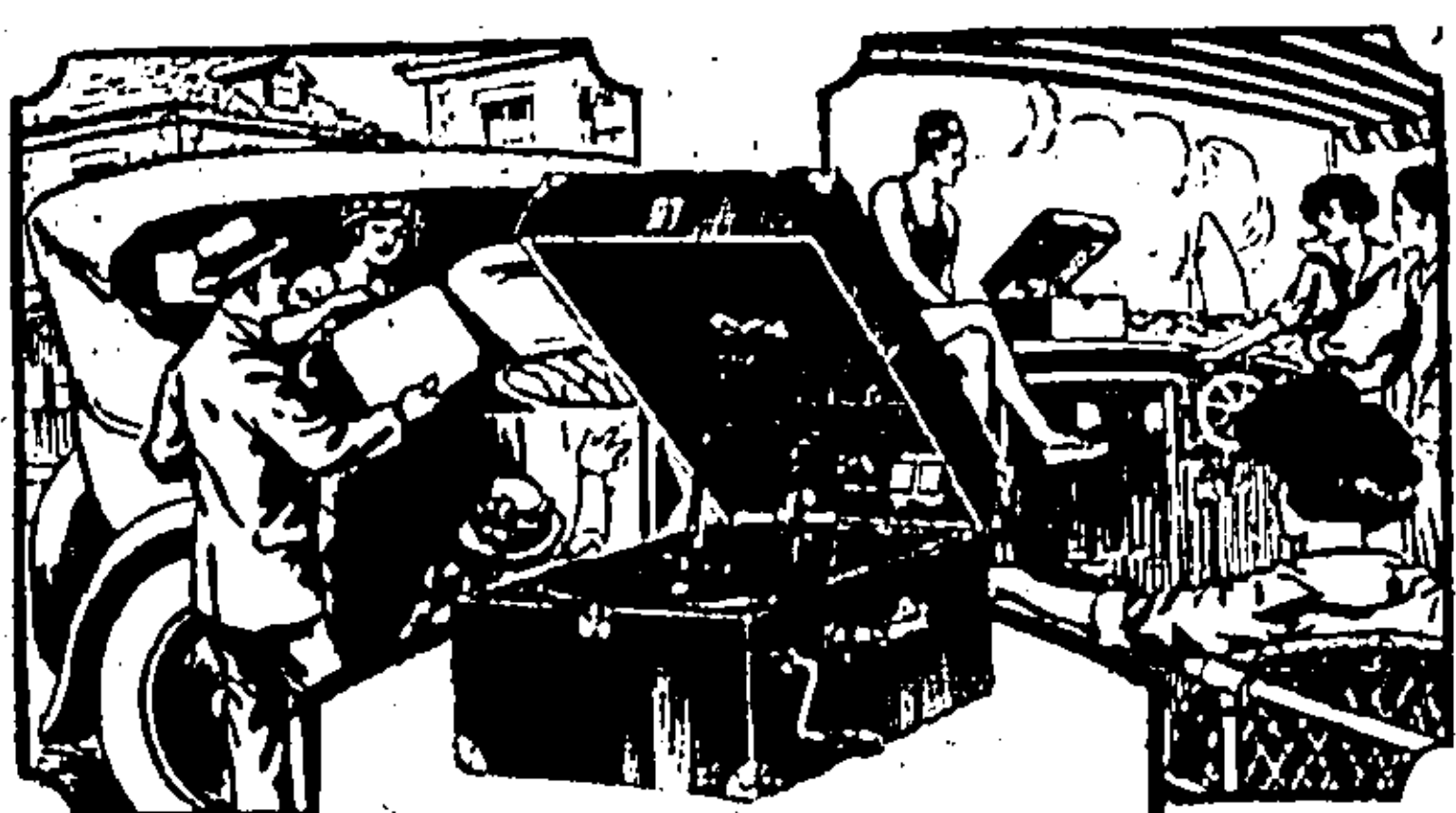
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Victrola No. 50Carries like a suitcase
Loud tone volume
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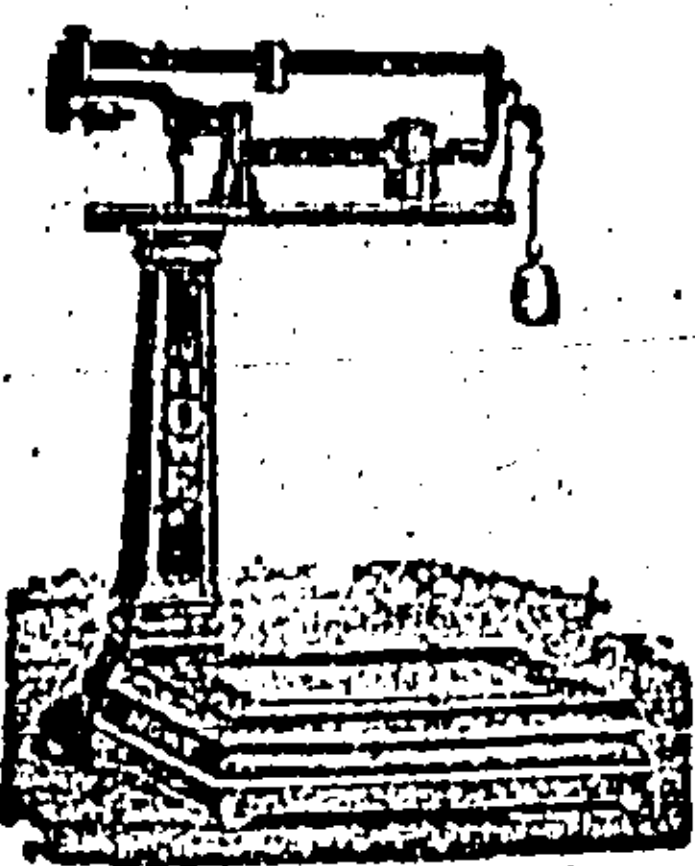
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THE
BALL BEARING
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For all purposes.

MUSTARD & CO.

17, Connaught Road, Central.

Tel. Central No. 1186.

The Telegraph.

HONGKONG, 9th Aug., 1924.

THE P.W.D. STAFF
PROBLEM.

A little observation dropped by the Colonial Secretary at the last meeting of the Legislative Council, when replying to a question relating to the new Fire Brigade Station, served to indicate that the Public Works Department has not yet solved its staffing problem. Sir Claud Severn stated that "owing to pressure of work in the Architectural Office and the difficulty of obtaining sufficient staff, it was not possible to complete the drawings and prepare the contract for the superstructure as early as anticipated." On reading that, our thoughts were taken back to the last Budget debate, when, after doubts had been expressed whether the proposed increased staff for the P.W.D. was sufficient to keep pace with the growing demands of this rapidly expanding Colony, the Director of Public Works said that two new architects had already been provided for. Later in the meeting, when asked if he were satisfied with his staff, Mr. Creasy stated that he was for the present, until the new men had got into their work, after which he might ask for more.

Now, it seems to us that it is about time the public were put into possession of the actual facts regarding the P.W.D. staff problem, which, like the poor, always appears to be with us. We have heard of "pressure of work" in various departments and "difficulties in obtaining staff" until we are almost sick of it. The plain fact would appear to be that at a time when there is an unprecedentedly huge volume of work in hand, some (possibly all) of the departments are absurdly under-staffed. In view of that circumstance, it certainly speaks well for the discipline and loyalty of the men who are quietly striving to cope with a burden of work which is in reality far greater than they should be called upon to bear. All the same, it is cause for reflection on those higher up that such conditions should be permitted to continue, with the consequent hampering of the general development of the Colony.

We have heard it suggested—and we can quite well believe it—that the "difficulty of obtaining sufficient staff" is mainly, if not wholly, a financial one. In other words, that the inducements offered architects to leave England and come out to Hongkong are not by any means sufficient to attract men of the stamp needed. These are days, let it be remembered, when private firms pay big salaries to skilled men, and when the able professional man can make a large income in private practice if he prefers to work for himself. With the facts thus, it would appear the duty of the Government to go into the market and compete with the firms for really good men. These firms find that it pays economically to employ the best "brains that money can buy. Hongkong is a rich and prosperous Colony. It can afford to pay its servants well. Yet there appears to be some confusion in official quarters between the terms "cheapness" and "economy." The cheap man, we should say, is dear in the long run. What we urge, therefore, is that our Unofficials, who represent the public, should thoroughly investigate this staffing difficulty, get to know the terms offered to men to come East, how they compare with home salaries, and discover precisely where the P. W. D. needs strengthening. Until that is done and a remedy applied, we must expect to continue hearing of interminable delays in Government and private works as well.

Communist Campaign.

Within recent years the Communists of Russia and their disciples have been very active in the East, and we have from time to time referred to their work and some of its effects. A news cable published to-day reports officially the discovery in Manila of secret documents from Chicago which apparently emanate from an association affiliated in America to the Bolshevik headquarters in Russia. These documents purport to incite the Filipino labourers to revolt against the land-owning class, and mention certain prominent men against whom "direct action" is to be taken. Most probably these fulminations are not destined to have a serious effect, and are the work of a few fanatics. We hardly think that the recent "mutiny" of Philippines Scouts was due to Bolshevism via Chicago. Nevertheless, it shows how the native races of Asia, everywhere, are being gradually infected with the anarchistic germ, and being seduced from allegiance to the age-old institutions they have honoured hitherto. It is well known that all over China, these agents of Bolshevik propaganda organisations are insidiously at work, and their efforts have not been entirely without result. For the present it is a scattering of the seed by the wayside, and the concerted campaign of the rampant Communists, has yet to come, but even now some of that seed is taking root, and the harvest in places is almost ready for the gathering.

The Post Office.

Considering the lack of proper accommodation in certain departments, and the shortage of staff in others, the local Post Office is doing very well. But the state of affairs where there are insufficient workers to tackle a job cannot be allowed to continue long if efficiency is aimed at. We referred recently to the alterations which are in hand for enlarging some sections of the Post Office that have become overcrowded, and these are being improved none too soon. The Postmaster General's annual report, recently available, gives a very good idea of the increase in volume of work tackled each year. There is a short reference to an increase of staff—a very small addition. However, it seems time the whole matter of staffing were reviewed, and any idea of false economy entertained by the Government dropped in favour of progressive action. It is no secret that the wireless department of the Post Office in Hongkong has not a sufficient delivery staff.

DAY BY DAY.

THE MAN WHO REFUSES TO CHANGE HIS VIEWS IS A COWARD.
—Mr. J. H. Thomas.

A boatman on the cargo lighter 2607 was drowned in falling overboard yesterday at the O.S.K. Wharf.

His Excellency the Governor has appointed Mr. Ernest Hillas Williams to be District Officer in the Southern District of the New Territories.

A party wall between Nos. 10 and 12 Kowloon Street, houses which were under reconstruction, collapsed this morning, resulting in an inmate being slightly injured.

At the morning service in St. Andrew's Church, Kowloon, tomorrow, the Scout Troop and Cub Pack will be on parade, whilst the Rev. G. R. Lindsay will give an address to young people.

To the list of medical practitioners has been added the name of Dr. Mustapha Bin Osman, of the Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The Observatory returns for the month of July show that the average mean temperature was 81.7, the highest recorded being 89.1, and the lowest 76.3. There were 196.9 hours of sunshine and 19.67 inches of rain. The average humidity was 79.

Visiting Hongkong just now is Mr. Leopold Premyslav, brilliant Polish violinist, and Madame Eugenie Premyslav, clever cellist. They sail for Manila to-morrow, but it is hoped they will be able to give some concerts in Hongkong when they return here a couple of weeks hence. Their tour through India was under the patronage of the Viceroy. The London Daily Telegraph has described Mr. Premyslav as "a supreme master of his craft and a great interpreter of great works."

Alice Lake's new picture "Hate," which will be screened at the Queen's Theatre from Sunday till Tuesday, is full of thrilling situations and characters of vivid interest which go to make up a drama with few dull moments. "Hate" is a story of that strata of humanity which lives just outside the pale of society—of an ex-gambler and a pretty little show-girl. Miss Lake gives a convincing impersonation of the girl who is bewildered and frustrated as she fights against what appears to be overwhelming odds. Conrad Nagel appears to advantage as the love-making attorney.

"The Shriek of Araby," a new Ben Turpin picture, comes to the Coronet Theatre this evening. As it is easy to guess, this burlesque of "The Shik" which was shown in the Colony a couple of weeks ago. There are occasional touches of real drama, with a thrill or two thrown in to give greater point to the comedy. The serious moments, however, never last very long, and the climax is claimed to leave everyone in high good humour. A word should be said about the new leading lady, Miss Kathryn McGuire, who makes her debut in this picture as a star. Miss McGuire began her screen career only two years ago and owes her quick rise to her beauty and her talent, both of which were promptly recognised by Max Sennett, the producer of "The Shriek of Araby."

There was the case not long ago of a German steamer which was stranded near the entrance to the harbour, and sent out a commercial message to the agents. This, owing to a pressure of messages, and to its being in an unfamiliar language, was not delivered to the addressees until a considerable period afterwards, when the agents were of little use. Probably also owing to pressure of work, the last Home mail by the s.s. Kalyan was not delivered to offices in town until some hours after the vessel had gone alongside the wharf, and we understand that in certain parts of Kowloon there was no delivery until well after half past five, nearly six hours later. The general efficiency of our Post Office is of a high standard, and these lapses are of comparatively rare occurrence, but they tend to show how unexpected pressure of work may throw a department out of gear unless there is ample reserve to fall back upon.

Bulls and Inners

□ □ From the Offices Butt. □ □

There is no truth in the rumour that the Water Authority intend holding an exhibition of Water Colours at the City Hall.

Why remain single? Local Command Orders notify that approval has been given for the sale of housewives at three half-pence each.

Being described as "of a wartime emergency pattern," they shouldn't complain if hubby isn't home very often.

The local papers quote a P.W.D. official as saying that certain steel bars used in reinforced concrete work were by law required to withstand a pressure of thirty pounds to the square inch. This surely can't be right.

A contemporary this week had a leaderette on "Harnessing the Sovereign." Part of the girth control movement, we suppose.

One advantage of these closed cars is that you can get more mileage out of your cigar.

The difficulty of maintaining a good reputation is keeping it alive when it's young.

Some of these Kowloon girls should have the "Fresh Paint" sign fastened to them.

A popular illustrated paper to hand shows Mlle. Lengion doing the high-kicking stunt. Looks as if her medical adviser was correct when he stated that she must have strained something.

If it hadn't been for these motor-cyclists, the world might by this time have been safe for democracy.

Talking of motors, the horsepower of the car and the horsepower of the chauffeur often seem in inverse ratio.

A physician says golf is a dangerous game for brain-workers. Hongkong should worry!

Lady Terrington says the day of the flapper is over. Too much maternal competition, we presume.

From a locally broadcasted circular:—"These two qualities (love and affection) are as a rule, absent in the case of adults. The author may alter his mind when he grows up."

The mastication of proprietary foodstuffs "helps us to forget those who barter their souls for limelight." Thank goodness some folk are vegetarians.

"Cultured confectionery has the same effect upon the system that beautiful things have upon the senses." The latter may turn one's head, and the former one's stomach.

The man who drank a glass of Hongkong water in mistake for iced coffee is not expected to do it again.

It's said that most men who lie, swear also. After lying under our motor-car for a couple of hours, we are quite prepared to confirm the statement.

They say only one man in two hundred is six feet tall. All the same, he generally happens to sit in front of us at the pictures.

There's something rather ambiguous in the following remark by a Hongkong man to his doctor:—"You did me good."

Figures may not lie. All the same, it beats us how women babies than firearms," says a doctor. Come to think of it, shooting babies seems to have gone out of fashion.

From a biscuit advertisement:—"It is generally admitted that ties of affection are loosened by the lack of sympathy." This aptly applies to one we had given us last Christmas.

Women are known by the clothes they keep on wearing.

Our American Consul General will soon be getting in Dutch if he doesn't watch out.

What Hongkong needs more than anything is the ordinance requiring that all bills be sent to the Legislative Council for approval.

After all, it's no great wonder that so far Hongkong has no Municipal Orchestra. Generally speaking, the people most in favour of them are those who want to play.

"Death of Spasmint," says the Post. Unfortunately it was a race-horse and not the flavour that lasts.

Spelling may not amount to anything, but all the same there's lots of difference in a bank between a check and a cheque.

All the papers got it wrong about the welded bars and the weight they were supposed to support, but that didn't prevent one of them from writing a leader on the subject. What's the use of being ignorant if you don't show it?

Isn't it funny how these dancers can best interpret something with a minimum of clothing?

It's sometimes difficult to determine when a correspondent is a seeker after truth or merely a log puller.

The average Scotsman in this Colony can endure illness, crowded buses and the pictures, but those wet Saturdays are the limit.

These flappers would swim better if they were hold less.

Kowloon band concerts are free. This probably accounts for so many Scottish items on next Monday's programme.

We always thought those police motor cyclists dangerous, but we don't mind so long as they only knock down policemen.

The Shamoon strike is more serious than ever. Both sides have taken to writing articles at each other.

Don't keep on wishing that your boy were brighter. He'll probably be lit up often enough by and by.

Appropriately enough. Muscle Shoals are to be developed.

This Irish Boundary question would be easily solved if there were fewer boundaries.

In view of recent political developments, local shopkeepers are ordering red ties and recounting their troubles.

The trouble with some of our present wide-awake fellows is that they don't get that way till close on midnight.

Janet says no woman needs a hobby when she's got a hubby.

It's but natural these days to give the thermometer a few honorary degrees.

When a man becomes a grandfather he begins to realise how old his wife is.

In a recent gale at New York, a baby carriage was blown off a wharf and the baby floated to shore. Must have been a buoy.

In Hongkong these days, crossing the street is about as safe as crossing the taipan.

Judging by the number and variety of the ice-creams some of Hongkong's kiddies consume, their stomachs must resemble a moving-picture show.

"Safety pins have killed more babies than firearms," says a doctor. Come to think of it, shooting babies seems to have gone out of fashion.

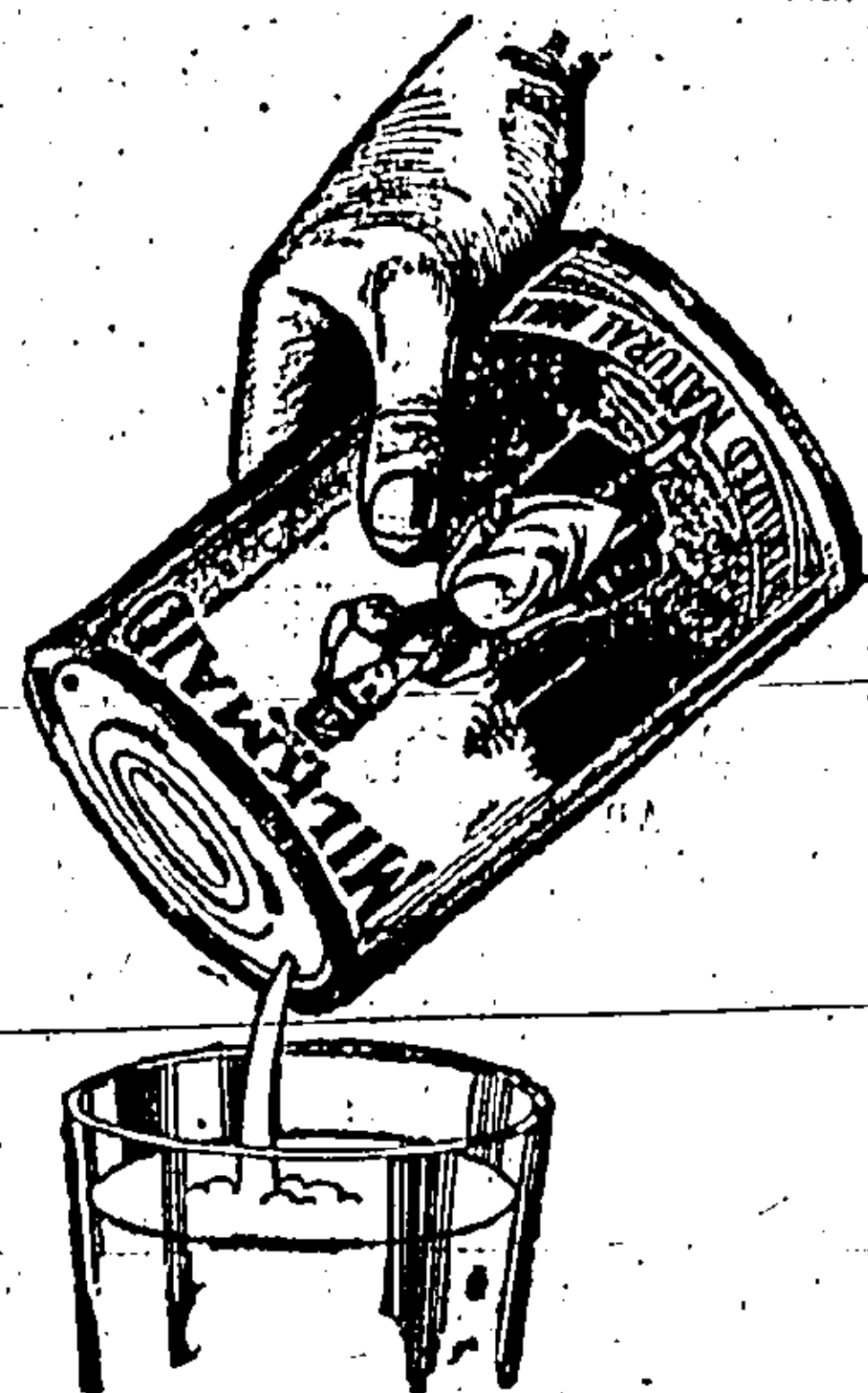
Looking over an old paper from Home, we encountered the heading: "Spring in the Air." That's what most Kowloon pedestrians have learned to do.

Sunshine in your soul is better than moonshine in your stomach.

From the look of things now, we think the only men who insist on wearing monocles are those who can't.

You don't have to turn round to see a very beautiful woman.

TYPHOID EPIDEMIC



IT POURS OUT

Copy of advertisement in the local newspapers:—

TYPHOID FEVER.

OWING to the above mentioned disease being unusually prevalent in the Colony at present the Public is advised to boil all drinking water and milk before use.

W. W. PEARSE,
Medical Officer of Health,
Hongkong, 21st July 1924.

(The italics are our own.)

USE Milkmaid Natural Milk

THE SAFE MILK

REQUIRES
NO BOILING
BECAUSE
IT'S STERILISED

IN THE TIN.

MILKMAID MEANS STERILISED SAFETY NATURAL MILK MICROBES

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ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

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SILL (H.W.O.S.T.) 34 FT. 6 INCH.

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HONGKONG JOCKEY CLUB. NOTICE.

AN Extraordinary General Meeting of the Club will be held in the Board Room of Messrs. Jardine Matheson & Co., Ltd. on THURSDAY August 14th, 1924 at 5.30 p.m. for the purpose of confirming the resolutions passed at an Extraordinary General Meeting held on 22nd July 1924.

By order

C. B. BROWN,
Secretary.

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CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship
"PRES. JACKSON"

having arrived from Manila—
P.I. on 6th Aug. 1924 consignees
are hereby notified that their
cargo is being landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong and Kowloon Wharf
and Godown Co., at Kowloon, &
stored at consignees' risk.

Consignees of Cargo must pre-
duce an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bill
of Lading will be countersigned.
All broken, chafed and damaged
cargo is to be left in the god-
downs, where it will be examined
at 10 a.m. on 11th Aug. 1924, by
the Company's Surveyors,
Messrs. Anderson and Ashie.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the god-
downs, and cargo undelivered or
and after 13th Aug. 1924, will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

United States Shipping Board
Emergency Fleet Corporation.

Agents,
ADMIRAL ORIENTAL LINE
4, Des Vaux Road,
Hongkong, August, 7th 1924

NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS
DES MESSAGERIES
MARITIMES.

S.S. "AZAY LE RIDEAU"

Consignees of Cargo from
Marseilles &c., also cargo ex S.S.
"COMMANDANT DORISSE"
from Cognac.

In connection with above
Steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuable
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon,
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees before
noon to-day requesting it to be
landed here.

Bills of Lading will be counter-
signed by the Undersigned, Goods
remaining unclaimed after the
13th. Instant, at Noon will be
subject to rent and landing
charges.

All claims must be sent in to
me on or before the 17th. inst.
or they will not be recognized.

All damaged packages will be
examined on Wednesday the
13th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.

R. RODENFUSER,

Acting Agent

Hongkong, 7th. August 1924

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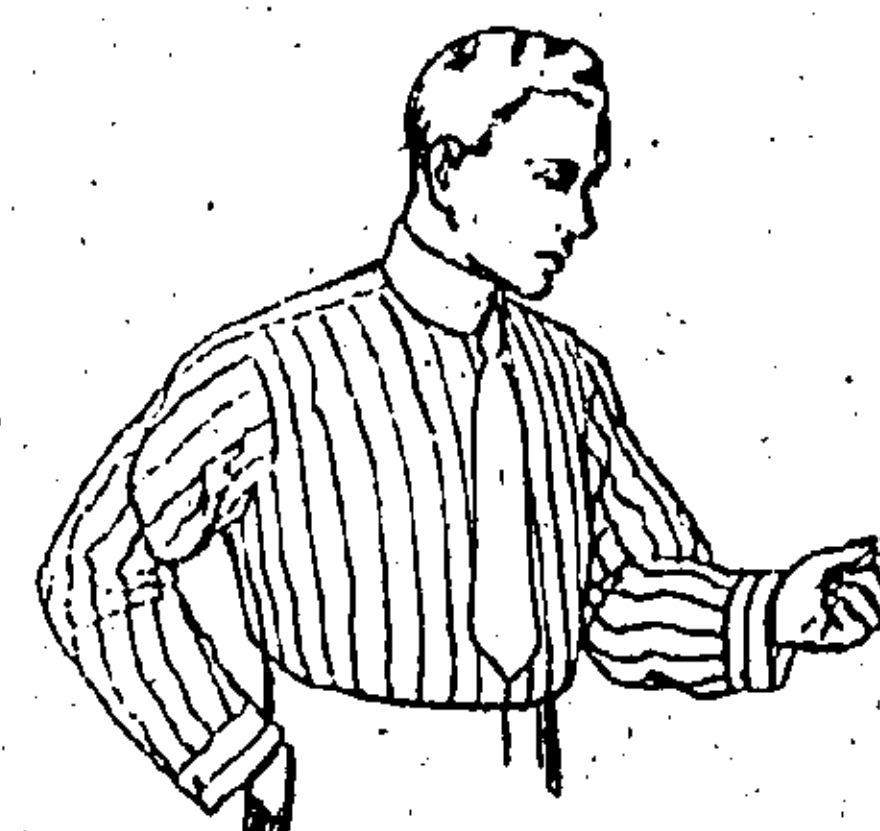
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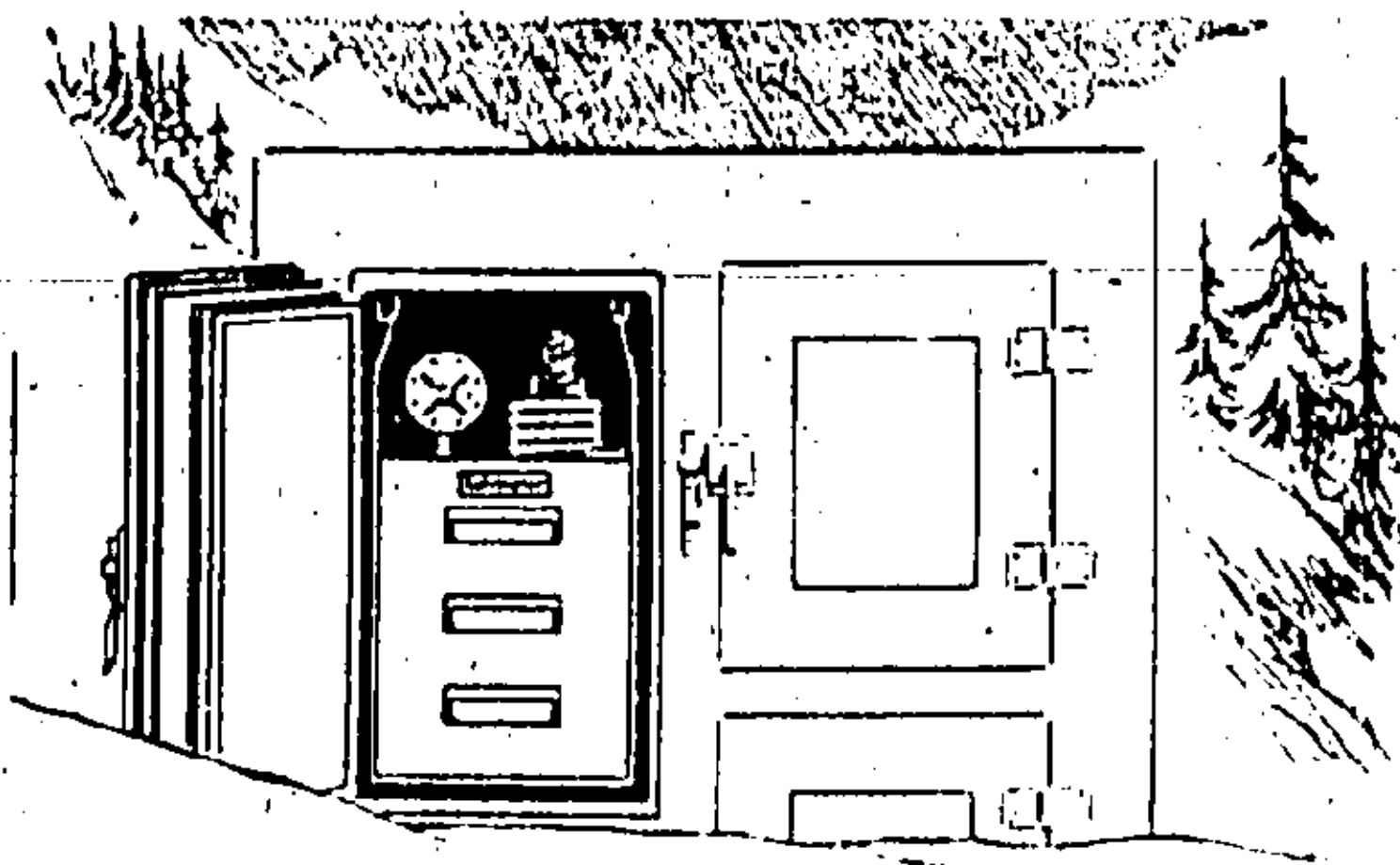
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INDIAN FAMILY TRAGEDY.**CHAUFFEUR AND HIS WIFE.**

Yesterday's proceedings in connection with the trial of Chai Din, Indian chauffeur, charged with the murder of his wife by means of a chopper, included the taking of depositions in regard to the prisoner's movements on the morning of the 27th of May, the day on which the murder occurred.

The examination of Sandi Khan, who succeeded the prisoner in Mr. J. Arnold's service, was continued and questioned in regard to his acquaintance with prisoner's wife, denied that he knew she was in the house of Ison Khan until they had sat down to dinner, after the prisoner's arrival. He did not telephone to her at the Government Civil Hospital, and in fact the last time he saw her was that evening.

Gulab Khan, chauffeur to Mr. Matheson, of the Chartered Bank, stated that on the morning of the 27th May, prisoner came to his garage at Landale Street with the little boy in the car. Prisoner was intoxicated, and witness understood from a remark made that he was going to his mother-in-law's house. Later prisoner returned to Landale Street, without the boy, and his condition was such that it was thought advisable not to let him drive the car, and another Indian accordingly replaced him at the wheel. They proceeded to Mr. Arnold's office, and here prisoner became so drunk that he could not speak properly. When Mr. Arnold drove away in the car, witness took prisoner at the latter's own request to the Police Station. Prisoner suggested on the way and fell several times.

He examined for the defence, witness said the prisoner was not utterly drunk, but he appeared not to be in his usual senses.

The evidence of the other Indian chauffeurs who accompanied the prisoner in the car that morning was then taken, after which the hearing was adjourned.

MYSTERY RACE.**Prehistoric Viking Wanderers.**

Wide-spread interest has been aroused here at the news from Colon (Panama) that Professor Richard Marsh, of the Smithsonian Institution, is returning from the jungles of Darien with two members of the golden-haired, blue-eyed Indian mystery tribe, says a New York message.

Ethnologists here will thus have the long-desired opportunity of adding to their scant knowledge of this interesting people, the origin of whom still baffles scientists throughout the world.

It is declared that they are probably the descendants of prehistoric Viking wanderers. If this be proved it will show that the Norsemen discovered the Americas long before Columbus.

When Mr. Marsh set out from New York to investigate the numerous reports of this tribe he stored carefully away in the hold of the Carillo (the expedition ship) a varied assortment of presents with which he planned to win the good will of the Darien natives, notoriously a fierce and independent people. Chief among the presents were two beautifully made Ison wood bows, with a sufficient number of steel-tipped arrows.

These bows were intended for the principal chiefs, and the fact that they now undoubtedly represent to these people the finest weapons they have ever seen, speaks volumes for their primitive culture. In fact, the Indians of the interior of Darien still use the fire-hardened wood arrows and spears with which the first Spanish conquerors found them.

So far the experiences of the Darien Indian tribes with the white man have been only with the Spanish conquerors and the English buccaners, who for obvious reasons induced them to close their borders to white people. The attitude of the San Blas Indians along the Atlantic coast in this respect is well known, and for 400 years they have maintained their complete autonomy.

The San Blas people, however, hold only the coast line of Darien and behind their country are many tribes of unclassified and unknown Indians, who have neither ventured forth from their jungle fastnesses nor permitted white men to intrude on them.

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EARLIER TELEGRAMS.

THE ANGLO-RUSSIAN TREATY.

London, Aug. 8.

Study of the text of the proposed treaties with the Soviet has
led to the conclusion in several quarters that they are more in the
nature of agreements to try and arrange treaties, than treaties
themselves.Renewed opposition to ratification is certain on the re-assembling
of Parliament.—Reuter.

Paris, Aug. 8.

Poincaré, discussing the Anglo-Russian agreement in the *Echo
de Paris*, says that just when everything indicated a rupture in the
Anglo-Russian Conference, the Franco-Russian conversations were
tentatively opened, the French, as a starting point, seriously con-
sidering the restoration of the warships brought to France by
Wrangel. The news leaked out, whereupon protests were
raised. In the meanwhile, Mr. Ramsay MacDonald was advised of
the efforts of the French Ministry and decided to renew parleys
with the Russians.—Reuter.

FRANCE AND GERMANY.

London, Aug. 8.

A notable event in London yesterday was the occasion of the
meeting of the French and German Ministers, who conversed without
witnesses, for the first time since the war.Herron Marx and Stresemann visited M. Herriot at the Hyde
Park Hotel, and later the French Premier returned the visit at
the Ritz.It is believed that in the course of these interviews the founda-
tion was laid for launching negotiations on the subject of the mili-
tary evacuation of the Ruhr.—Reuter.

HUGE AMERICAN RAILWAY COMBINE.

New York, Aug. 8.

A proposed merger involving a billion and a half dollars in
capital and 14,357 miles of railroad, is indicated in the reported
formation of a new company consolidating the Lake Erie, Pere
Marquette, Chesapeake and Ohio, and the Hocking Valley railways
with the present Nickel Plate system, which has been agreed upon
between the Vansveringen Brothers and the bankers of the various
lines.—Reuter's American Service.

WEMBLEY NEXT YEAR.

London, Aug. 8.

The parliamentary correspondent of the *Daily Telegraph* learns
on the highest authority that the Empire Exhibition will reopen
next year.—Reuter.

COLONIAL SECRETARY LEAVES FOR S. AFRICA.

London, Aug. 8.

The Colonial Secretary, Mr. J. H. Thomas, together with the
British Delegation to the Empire Parliamentary Association, have
departed for South Africa.—Reuter.

PEACE WITH TURKEY.

Paris, Aug. 8.

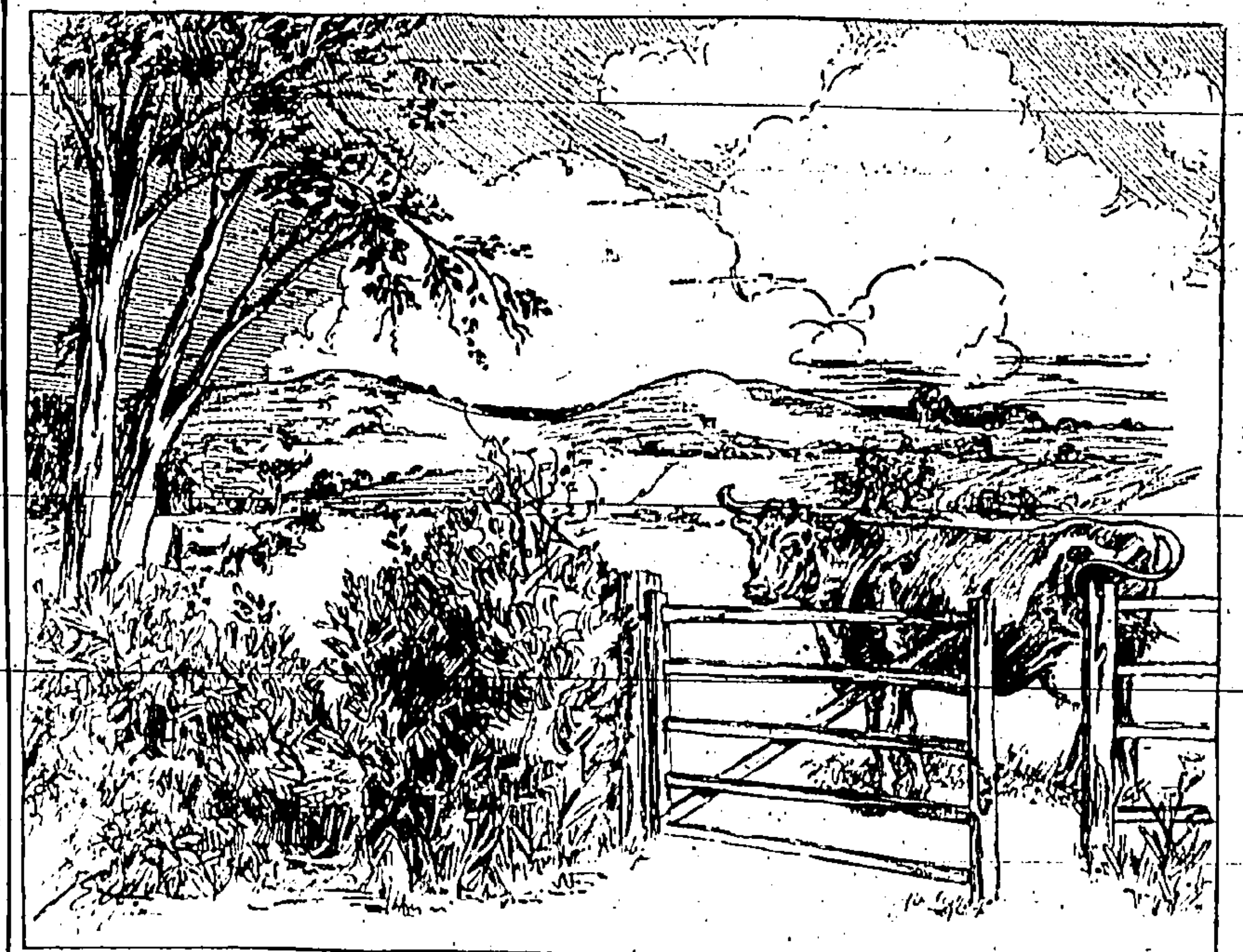
The Lausanne Treaty to-day became operative in the case of
Britain, Italy and Japan.—Reuter.

MATRIMONIAL CLAIM.

PLAINTIFF UNSUCCESSFUL.

At the Summary Court yester-
day Mr. Justice Dyer Ball delivered
judgment in the case in which
a Chinese sued the Chun Hing
Motor bus company for \$1,000 for
damages sustained through the loss
of his daughter. The action was
one in which the plaintiff stated
that he had been paid \$1,000 by
the prospective father-in-law of his
daughter in consequence of her
betrayal. She was killed in the
Castle Peak accident some months
ago in which two buses of the de-
fendant company came into
collision, and plaintiff stated that
the money thereupon became
repayable.At the hearing the plaintiff was
represented by Mr. W. B. Hind
and the defendants by Mr. B. S.
Corke.His Honour in giving judgment
said it was necessary to consider
the object of the payment of the
money. There could only be two,
or three possible objects; that it
was an out and out payment for
the girl herself, that it was in-
tended to induce the parents to
consent to the marriage, or to be
used for the expenses of the mar-
riage and for the girl's trousseau.On the first possibility His
Honour said he could not believe
the money was for that purpose be-
cause it would be totally repugnant
to Chinese ideas. If it was for
the purpose of obtaining the
parents' consent then he thought
such contract could not be enforced.

FOR THE TROUSSEAU.

He did not believe that either
of these were the real objects of
the payment, but preferred to
adopt the alternative that the
payment was to recompense the
parents of the bride for the
expenses of the marriage and for
the trousseau. Even if that was
so, he could not see that plaintiff
had suffered any pecuniary loss
even if he had repaid the money.
His daughter had died through
an accident within three or four
months of plaintiff having received
the money, and he had not had
to spend anything because the
marriage did not take place. If
the girl had survived he would
presumably have used it on the
marriage. That was a decision on
the law and not on the facts.
He was happy to be able so
to decide, said His Honour, his
reason being that he was suspicious
of the plaintiff's account of the
whole transaction. He was doubt-
ful whether such a large sum as
\$1,000 would be paid over so long
before the marriage and he was

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THE DAVIS CUP.

JAPAN AND CANADA.

Montreal, Aug. 8.—In the
Davis Cup competition Okamoto
(Japan) beat Wright (Canada) 6-6,
6-4, 7-5. Shimidzu beat Crocker
4-6, 7-5, 6-4, 6-6, 6-1.

Australia Beats Mexico.

Baltimore, Aug. 8.—Australia
beat Mexico in two Davis Cup
singles.

Tilden to Play.

New York, Aug. 8.—Tilden will
play in the Davis Cup team —
Reuter's American Service.

THE WORLD FLIGHTS.

ARGENTINIAN MAKES A
FORCED LANDING.Calcutta, Aug. 8.—The Argen-
tinian Zanni is reported to have
made a forced landing at 1-11
108 miles from here.—Reuter.Zanni in Calcutta.
Calcutta, Aug. 8.—Zanni has
arrived.—Reuter.doubtful too of the necessity for
repayment in the event of death.He was not impressed with
the plaintiff's evidence in the
light of his statement as to
the difference of exchange between
Hongkong money and Canton 20
cent (pieces), and could not
understand why the parties should
have waited until after the first
hearing of the action before
repaying the money. Plaintiff's
reasons for so doing did not
convince and he could show no
receipt for the money.He gave judgment for the
defendants with costs.Clark's Thinning Bath Salts
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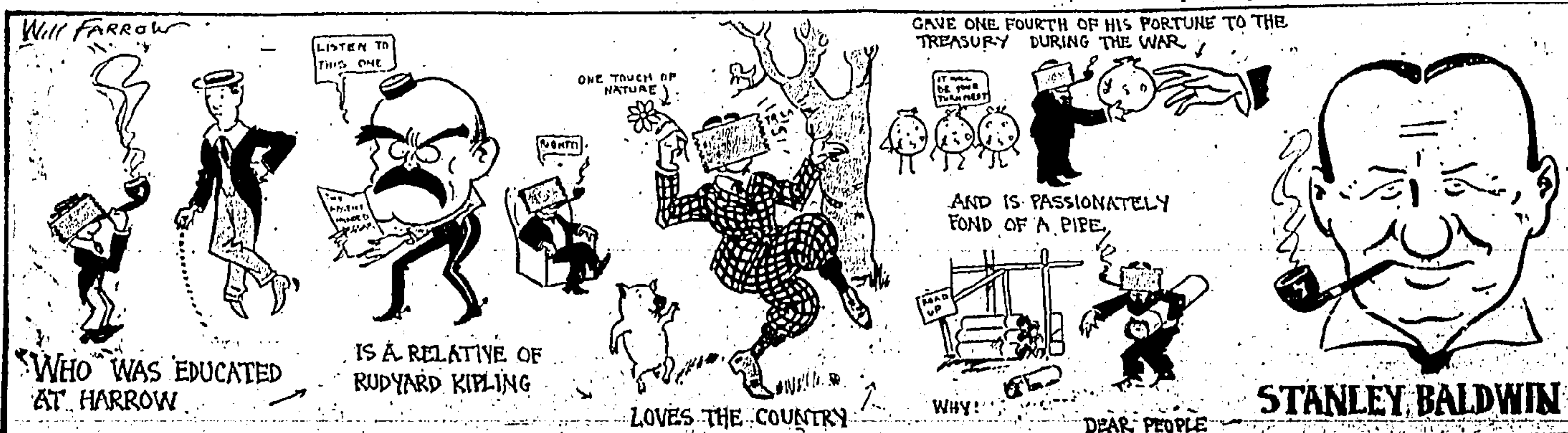
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The Hongkong Telegraph

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AMERICAN WORLD FLIGHT.

MAY BE CALLED OFF.

LAST EFFORT TO FIND A LANDING PLACE.

Reykjavik, August 8. It is stated that Admiral Magruder has summoned a conference aboard the flagship Richmond to discuss the advisability of calling off the American world flight owing to ice conditions on the Greenland coast.

Later. The conference decided to make a last effort to find a feasible landing place on the east coast of Greenland before finally deciding to call off the flight for the present season.—Reuter.

EVACUATION OF THE RUHR.

FRENCH DELEGATES DISAGREE.

Paris, August 8. It is intimated that M. Herriot, M. Nollet and M. Clemenceau are coming to Paris tomorrow in order to consult their Cabinet colleagues on the question of the evacuation of the Ruhr and the maintenance of Allied railwaymen in the Rhineland. They will return to London on Sunday after the meeting of the Cabinet.

A correspondent of *Liberte* declares that despite assurances, the Premier's rush to Paris does not indicate that a crisis has occurred at the Conference, for the real reason is a serious disagreement between M. Herriot and M. Nollet with regard to the evacuation of the Ruhr. M. Herriot has decided to submit the matter to a full meeting of the French Cabinet on Sunday.—Reuter.

GERMAN POLITICAL PRISONERS RELEASED.

Berlin, August 8. It is learned on good authority that the Franco-Belgians have now released all political prisoners in occupied Germany.—Reuter.

U.S. AND ALLOCATION OF REPARATION PAYMENTS.

Washington, August 8. The United States, through Mr. Kellogg, has informed the London Conference, that the United States expects to participate in any meeting of Allied Finance Ministers which may be called to consider the allocation of German reparation payments as a result of Conference decisions.—Reuter.

ANGLO-RUSSIAN AGREEMENT SIGNED.

KING'S SIGNATURE NOT REQUIRED.

London, August 8. The Anglo-Russian Treaty was signed this evening, Mr. Ramsay MacDonald and Mr. Arthur Ponsonby signing for Britain and M. Rakovsky, M. Scheinmann, M. Joffe, M. Tomsy and M. Radchenko for Russia.

The Anglo-Russian Treaty is unique because it does not mention His Majesty, whose signature, apparently is also not required. It is pointed out that the President of the Union of Soviet Republics is not recognised as head of the State, the Soviet Government itself always concluding Treaties. British legal advisers, therefore, decided that the Treaty should be balanced by the Government alone being mentioned on the British side also.—Reuter.

HOME CRICKET.

SURREY DRAW WITH SOUTH AFRICA.

London, August 8. At the Oval, the Surrey vs. South Africa match was continued in fine weather, before two thousand people, on a good wicket. The South Africans compiled 418 (Suskind contributing 137, in 260 minutes, without giving a chance, including eighteen fours, with fine leg strokes and vigorous off drives; and Catterall 63, including six fours). Fenley took 6 for 148. Surrey replied with 203 for 4 (Knight 68) and the match was drawn.—Reuter.

COUNTY MATCHES.

London, August 8. Lancashire at Manchester beat Northants by an innings and one run. Northants scored 97. R. Tyldesley taking 7 for 6, and 108. MacDonald taking 7 for 35 and R. Tyldesley 3 for 31. Lancashire compiled 206, Thomas taking 5 for 82.

Yorkshire beat Leicestershire at Leicester by eight wickets. Leicestershire scored 114, Waddington taking 7 for 43, and 186. Yorkshire compiled 223 (Holmes 80), Goary taking 5 for 35, and 53 for 2 wickets down.

Gloucester beat Essex at Bristol by 194. Gloucesters scored 201, Hipkin taking 8 for 71, and 248 for 5, declared. (Dipper 100) Essex scored 64, Parker taking 3 for 26, and 191, Parker taking 5 for 82.

Notes at Canterbury beat Kent by ten wickets. Kent scored 67, Matthews taking 3 for 33, and 229. Notes compiled 242 (Whyteall 119 not out), and 55 for 0.

Worcester beat Derby at Worcester by 233. The former compiled 233, and 111 for 2.

Warwick beat Glamorgan at Birmingham by eight wickets. Glamorgan compiled 268 and 168. Warwick scored 355 (Qualie 141) and 111 for 2.

SHAMEEN STRIKE.

THE INTIMIDATORS BUSY.

A report from Canton states that three lighters which had taken delivery of a large quantity of European wine from Mosser, Butterfield and Swire's godown on the 6th instant were seized, along with the cargo, by secret agents of the Shameen Strikers' Guild but were subsequently released by the Committee on it being learned that the cargo belonged to Russian merchants, in view of the fact that the Russian Government is on good terms with the Canton authorities.

Two Chinese who attempted to enter the Shameen to resume work were arrested by a strike agent and taken to the Police Station. The Strike Committee in an official letter has demanded that these men be handed back to the Committee to be dealt with.

The strikers are showing dissatisfaction with the labour leaders on account of the fact that their meals are very poor, whilst a large part of the money subscribed has not been accounted for. The chief strike leader is said to be Kwong Tat-sang, a banisher from Hongkong.

A newspaper seller who was caught selling two Hongkong Chinese newspapers in the streets has been arrested by strike agents and brought before the Strike Committee for punishment on the ground that these papers have reproduced strike matters from the English papers.

TWO PIRACIES.

A FISHERMAN KILLED.

Junk's Battle Against Machine Guns.

Pirates, armed with machine guns and cannon, and a fishing junk which put up a spirited resistance against opponents very much their superiors in numbers and equipment, were outstanding features in the story of a piratical encounter on the banks of the Canton Delta, just reported.

The Aberdeen fishing junk No. 141 came into Hongkong Harbour bearing a rather tattered appearance with numerous holes showing in her sails where shots from firearms and machine guns had entered. Her master handed over to the police the dead body of one of the crew as evidence of the experience the vessel had gone through.

He said that whilst fishing off Kolan, in the Chekai district, on the 5th instant, two launches crowded with pirates hove in sight, and an order was shouted over to lower the sails of the junk. When this was not complied with, a volley of shots came from machine guns, rifles and cannon, which did considerable damage to the junk.

The fishing junk was armed with a cannon, and this solitary weapon was used to maintain a struggle against overwhelming odds. Two shots had been fired from the fishing junk, apparently without result, but such was the moral effect exerted by the pirates that they had no further stomach for fighting, and withdrew, sailing in the direction of Macao.

Before this, a cannon shot from one of the pirates had gone through the side of the junk and killed one of the fishermen outright. His remains on the arrival of the junk in Hongkong, were transferred by police to the Public Mortuary.

COLONY'S FINANCES.

SLIGHT INCREASE IN BALANCE.

The financial statement for the month of May has just been issued in the Government Gazette. It shows that the revenue for this month was \$2,294,335 whilst the expenditure was \$2,145,682, the Colony's balance of assets over liabilities being thereby increased from \$17,931,309 to \$17,906,962.

For the first five months of the year there is an increase under all the heads of revenue, with the exception of the Kowloon-Canton Railway and Land Sales. The total income for the five months was \$11,066,118 as against \$10,287,737 for the first five months of last year. It is interesting to note that the total revenue estimated to be received this year was put at \$21,369,934 whereas the first five months had already produced considerably over half that amount.

On the expenditure side there is also an increase. During the first five months of this year there was spent \$9,130,651 as against \$8,079,564, but seeing that the total estimated expenditure for the year was put at \$24,924,667 the rate of expenditure is well below the estimate. Over one and a half million dollars had been spent on Public Works Extraordinary up to May 31st, but the largest item on the expenditure side was on account of the military contribution—no less than \$2,188,782.

ENCOURAGING AVIATION.

SUBSIDIES FOR CLUBS.

London, August 8. It is announced that the Air Council has decided to encourage the formation of light aeroplane clubs all over the country, by assisting financially for two years the establishment of ten such clubs in leading commercial centres, the clubs being required to provide at least an equivalent amount.—Reuter.

TO-DAY.

Closing Exchange 2s 4d 9/16. Lighting Up Time 7:00 p.m. High Water 4:38 a.m. 6:44 p.m.

MOTOR BUS FATALITY.

YOUNG CHINESE KILLED IN KOWLOON.

Another motor bus fatality has to be recorded, for at about nine o'clock this morning a young Chinese named Wu Kam, aged 21 years, was knocked down by a bus belonging to the Kai Tak Motor Bus Co. and was instantly killed.

It seems that the deceased was on the Kowloon City Road, walking towards Kowloon City, when he was overtaken by the bus. He was carrying a bamboo pole at the time, and it is not known whether the bus struck the pole or the man. At any rate, the man was knocked down and he was instantly killed.

The accident took place not far from the spot where a motor bus turned over last week, causing the death of a passenger.

NEWSPAPER TROUBLE.

SEQUEL TO CHANGE OF POLICY.

Because, it is said, of a change in the editorial policy of a newly established Chinese newspaper in Hongkong, known as the *Sin Man Po*, a disturbance took place outside its office in Stanley Street yesterday afternoon, with the result that Loung Sin, aged 22 years, a school-teacher, and Chan Cheung-man, aged 28 years, manager of the paper, appeared as defendants at the Police Court this morning, charged with creating the disturbance.

Mr. J. H. G. Leask, who appeared for the first defendant, said that the subject matter of the charge would later be heard of in another Court. There was, he said, a dispute as to the ownership of the premises and his client was there on orders to stop the second defendant from entering.

The prosecuting police officer said that both the defendants had taken summonses out against each other. The second defendant alleged that the first defendant went to Stanley Street with the intention of interfering with the business, demanding that the premises be closed. The origin of the trouble appeared to be political in character.

Mr. Bennett, who appeared for the second defendant, said this case was only a side-issue of the whole business, and he thought the best thing would be to bind the defendants over. He said that the second defendant and another man started the paper to put forward the views of General Chan King-ming. The paper started in March of this year and continued until June, when the editor came to the conclusion that no good purpose was being served by trying to keep General Chan and Dr. Sun apart, so he went off on another tack and advocated that both sides should be united. Apparently General Chan did not like this, and, maintaining that he was part proprietor of the paper, he sent down men to try and evict the editor and manager. Yesterday in particular, he sent down fifty roughs, who tried to clear the staff out, and he (Mr. Bennett) believed that this was the origin of the trouble. His client had blown a police whistle, but when the police arrived they appeared to have arrested, without discrimination, the two defendants as the originators of the trouble, whereas in point of fact the second defendant had blown the police whistle.

Both defendants were bound over in a sum of \$50 each.

SLACK COTTON TRADE.

London, August 8. The Federation of Master Cotton Spinners at Manchester today recommended the cotton trade to the policy of running on short time in the mills spinning American cotton for the remainder of the season.

MILLS ON SHORT TIME.

London, August 8. I have much pleasure in awarding the Starns Scholarship (established for 1917) at Bristol to the prize schoolboy who on being asked by the visiting examiner to recite the poem about the

MIXED GRILL.

by Ashley Sterne

The latest thing in Parisian fashions is frocks embroidered all over with triangles and other geometrical figures worked in vivid colours. The vogue, is rumoured to have been started by the protagonists of the Brighter Euclid Movement, and I shall eagerly look forward when passing through Paris next week (en route for Munbadon, where I shall undergo my annual cure for writer's cramp) to meeting a purple pons asinorum strolling down the Champs Elysees, or witnessing a vermilion square on an orange hypotenuse sipping an absinthe in the Cafe de la Paix.

The publicity which will thus be accorded to the famous writer will, I trust, result in a revival of interest in his works. He only wrote twelve books, but each is a masterpiece in its way, and I should like to see them far more often than I do at present in the hands of the younger generation.

The cowboys up for the Rodos had done the National Gallery, Westminster Abbey, the Houses of Parliament, and Cleopatra's Needle, and were looking about for further excitements of a similar nature.

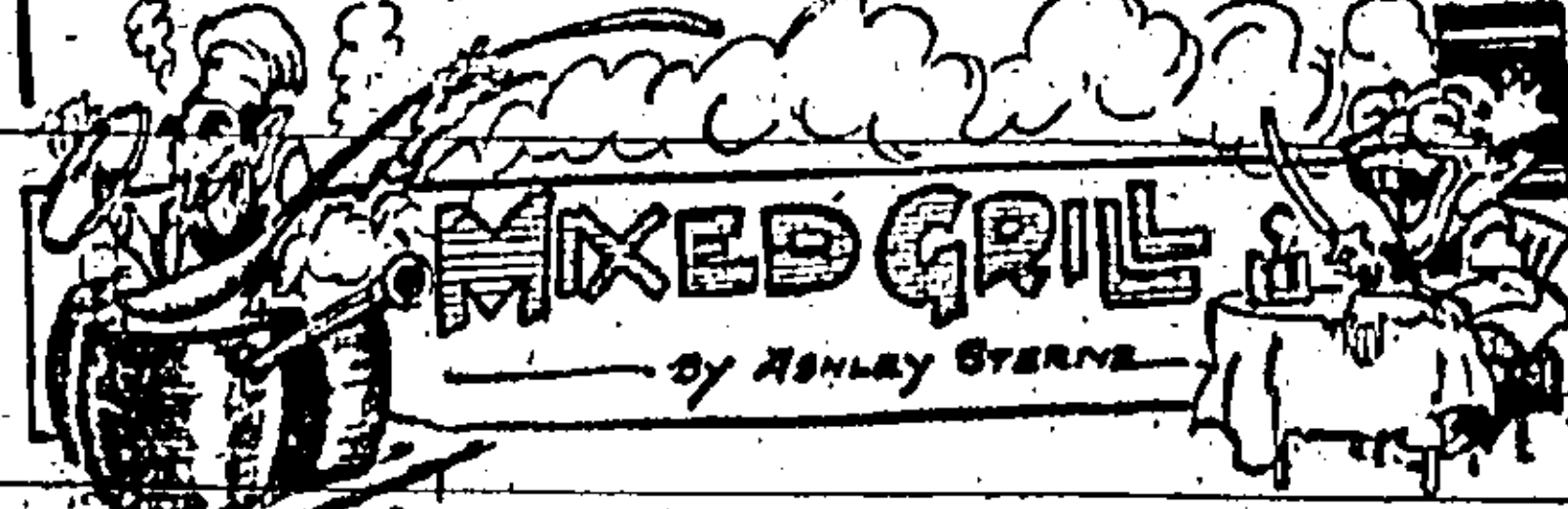
"Say, boys!" exclaimed one, seized with a sudden brilliant inspiration, "let's stroll along a block further and listen to Waterloo Bridge creaking!"

Owing to the recent torrential rain—having proved so disastrous to first-class cricket, it is reported that several counties have approached the M.C.C. for permission to turn themselves into water polo clubs.

A "whistling tree"—a native of Barbados—has just been brought to Paris, where, if it can be acclimatised, it is intended to plant several along the boulevards. The leaves, it appears, have small holes in them, and when the wind passes through them a dulcet whistling results. On the authority of the world-famous botanist, Prof. Linnaeus Loberwurast of Schinkelbrod, I gather that there are other trees known to arborists, which give forth musical sounds—notably one, a native of the Isle of Rum, whose trunk is fitted with a squeaker which, in a high wind, makes a noise like the bagpipes, and is frequently mistaken for a pibroch by the Rum

islanders when returning home late after celebrating a night with Rabbe Burns or attending a dressing-the-weird-Cup Final.

On the last occasion of your humble servant's going to Wembley the official return of the



number of letters have been sent to me, and I am very grateful for the interest shown in my work. I am, however, unable to answer them all at present, and I am sorry to hear that some of my readers are disappointed that I have not yet published a book. I am, however, working on a new one, and I hope to publish it in the near future.

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